SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

04

TIME TABLE

FOR THE

COAST DIVISION

Effect Sunday, October 1, 1916, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

SOUTHERN
SAFETY
PACIFIC

nment and information of employes only, and not intended for the use of the public.

e Company reserves the right to vary from this time table at pleasure.

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

Form 2191

TELEGRAM

Operator's Service

C.S.

Time Filed ________M

S

All messages must be written in ink or typewritten on these blanks, and those for parties on trains (except trainmen) delivered in sealed envelopes. The exact sending and receiving time, initials of sending and receiving operator and signal of receiving office must be entered in every instance. Operator must note on back of telegrams time of calls and cause of delay, if any.

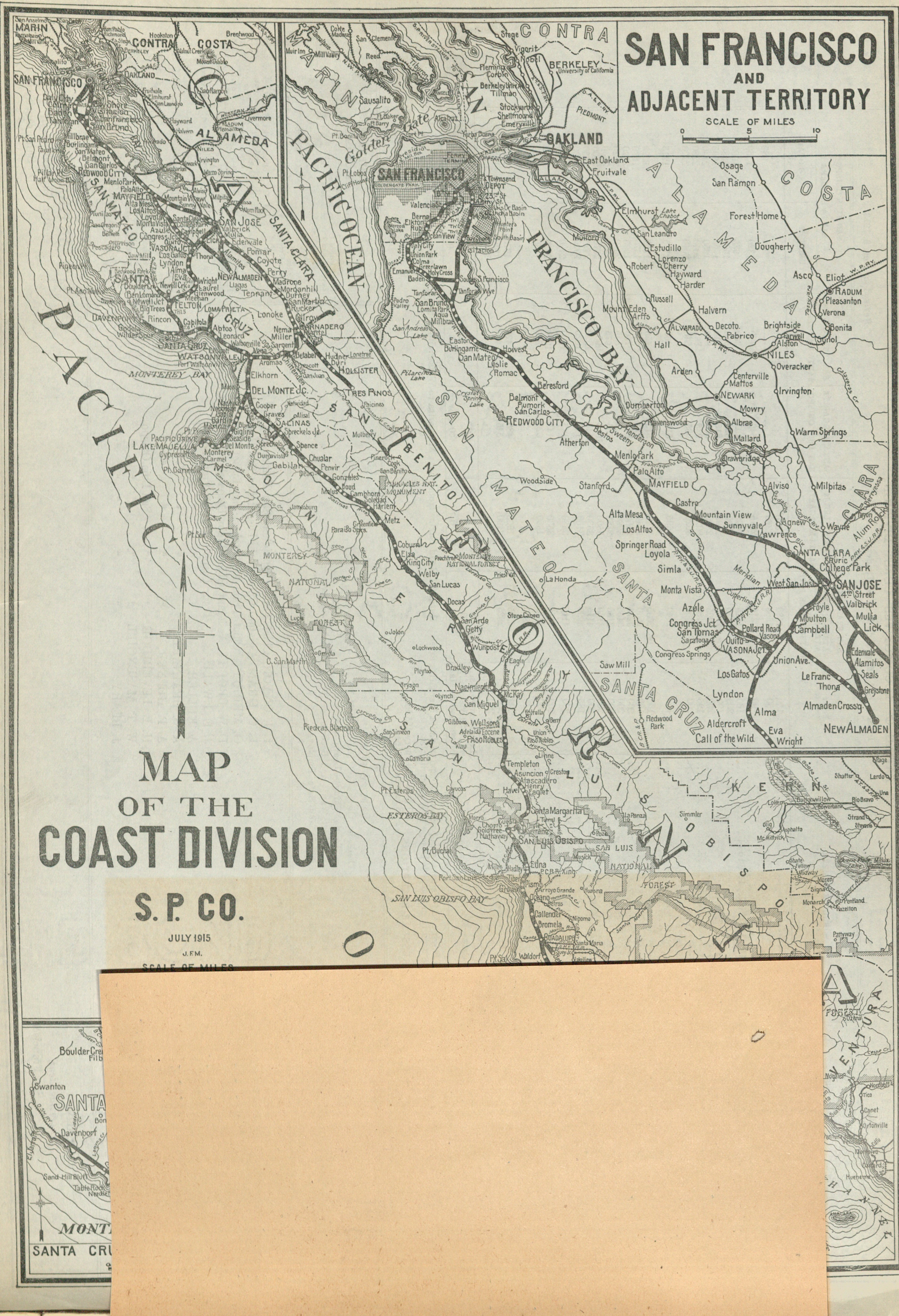
SF, Oct. 4, 1916.

T. Ahern .... San Francisco

Effective immediately resume stops at Casino with all passenger trains running between Santa Cruz and Watsonville Jct. C-11.

W. R. Scott

Mail copies to
Mr. O. S. Fee (File D of this date)
Mr. D. W. Campbell
Mr. G. F. Richardson.



MAP OF THE COAST DIVISION

S. P. CO.

JULY 1915

J. F. M.

SCALE OF MILES

SAN FRANCISCO AND ADJACENT TERRITORY

SCALE OF MILES

0
5
10
PACIFIC OCEAN
SAN FRANCISCO BAY
Golden Gate
SAN FRANCISCO
OAKLAND
BERKELEY
MARIN
CONTRA COSTA
ALAMEDA
SAN MATEO
SANTA CLARA
SANTA CRUZ
SAN JOSE
REDWOOD CITY
PALO ALTO
MAYFIELD
NILES
NEWARK
NEW ALMADEN
PACIFIC
CALIFORNIA
MONTEREY BAY
MONTEREY NATIONAL FOREST
SAN BENITO
MONTEREY
SAN LUIS OBISPO
SAN LUIS NATIONAL FOREST
SALINAS
HOLLISTER
WATSONVILLE JCT.
DEL MONTE JC.
PACIFIC GROVE
PASO ROBLES
SAN MIGUEL
SANTA MARGARITA
SAN LUIS OBISPO BAY
ESTEROS BAY
GUADALUPE
KERN
VENTURA
SANTA BARBARA CHANNEL

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

104

TIME TABLE

FOR THE

COAST DIVISION

To Take Effect Sunday, October 1, 1916, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

W. R. SCOTT, *Vice-President and General Manager.*	D. W. CAMPBELL, *Assistant General Manager.*	G. F. RICHARDSON, *Superintendent of Transportation.*

Time Table No. 104

October 1, 1916

FIRST CLASS

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	50	48	46	44	70	74	86	30	510	28	62	40	38	24	84	78	36	32	508	34	Distance from San Francisco	STATIONS
	Redwood City Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	Watsonville Junction Limited	Valley Passenger	Mayfield Passenger	San Jose Passenger	Milk Train	Del Monte Express	San Jose Passenger	San Jose Passenger	Mayfield Passenger	San Luis Obispo Pass.	Scenic Local	Shore Line Limited	San Jose Passenger	Watsonville Junction Passenger	Milk Train	Express		
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily		
	5.25PM	5.20PM	5.05PM	4.20PM	4.10PM	4.00PM	3.25PM	3.00PM		2.00PM	1.20PM	11.40AM	10.40AM	9.00AM	8.05AM	8.00AM	7.00AM	6.30AM		2.30AM	0.0	DNR **SAN FRANCISCO** 1.9
			s																		1.9	23D STREET 0.3
																					2.2	ARMY STREET 0.9
			s																		3.1	14TH AVENUE 2.1
Yard	5.36	5.31	5.18	4.31	4.21	4.11	3.36	3.11		2.11	1.31	11.51	10.51	9.11	8.16	8.11	f 7.11	6.41		s 2.41	5.2	BAY SHORE 1.3
												f					f				6.5	VISITACION 2.8
Yard	5.42	5.37	s 5.24	s 4.36	4.26	4.16	3.41	s 3.17		2.16	s 1.36	s 11.57AM	s 10.58	9.17	s 8.23	8.16	s 7.17	s 6.47		s 2.48	9.3	SO. S. FRANCISCO 1.1
Y																					10.4	TANFORAN WYE 0.6
P	5.45	5.40	s 5.28	s 4.40	4.29	4.19	f 3.44	3.20		2.19	s 1.40	s 12.01PM	s 11.02	9.20	s 8.26	8.19	s 7.21	f 6.51		s 2.52	11.0	R **SAN BRUNO** (Spur) 1.1
		s									f		f							f	12.1	LOMITA PARK 0.8
																					12.9	AQUA (Spur) 0.8
52		5.44	5.32	f 4.45	4.33	4.23	3.48	3.24		2.23	f 1.45	s 12.06	f 11.06	9.24	f 8.30	8.23	f 7.25	f 6.56		s 2.57	13.7	MILLBRAE 1.4
	s			f			f				f	f	f		f		f	f		s	15.1	EASTON (Spur) 1.2
40	s 5.54		s 5.36	s 4.51			s 3.52	s 3.28			s 1.52	s 12.12	s 11.12	s 9.28	s 8.36		s 7.33	s 7.02		s	16.3	BURLINGAME (Spur) 0.5
																					16.8	HOWEST (Spur) 1.1
99 W	s 5.58	5.50	s 5.40	s 4.57	4.39	4.29	s 3.55	s 3.32		2.29	s 1.56	s 12.17	s 11.17	s 9.32	s 8.41	8.29	s 7.38	s 7.06		s 3.10	17.9	SAN MATEO 1.0
	s			f							f		f				f				18.9	LESLIE (Spur) 0.8
																					19.7	ROMAC (Spur) 0.6
	s										f	f			f			f		f	20.3	BERESFORD 1.6
	s 6.07			s 5.04				s 3.38			s 2.04	s 12.25	s 11.26	f	f 8.49		s 7.47	f 7.13		s 3.20	21.9	BELMONT (Spur) 0.8
																					22.7	PUMORK (Spur) 0.5
54	f 6.10	5.57	f 5.48	f 5.08			4.03	f 3.41		2.36	f 2.07	f 12.29	f 11.31	f 9.41	f 8.52	8.36	f 7.50	f 7.16		s 3.24	23.2	SAN CARLOS 2.2
158 Y	s 6.15PM	s 6.00	s 5.53	s 5.13	4.48	4.39	s 4.06	s 3.46		2.39	s 2.13	s 12.35	s 11.37	s 9.45	s 8.57	8.39	s 7.55	s 7.21		s 3.29	25.4	DNR **REDWOOD CITY** 2.4
56		s 6.05	s 5.58	s 5.18			4.09	s 3.51		2.42	f 2.18	f 12.40	f 11.42	9.48	f 9.02	8.42	f 8.00	f 7.26		s 3.34	27.8	ATHERTON 1.1
		s	s	s			s	s			s	s	s	s	f		s	s		s	28.9	MENLO PARK (Spur) 1.2
P		s 6.13	s 6.05	s 5.27			s 4.15	s 3.58			s 2.25	s 12.49	s 11.50	s 9.54	s 9.09		s 8.07	s 7.32		s	30.1	PALO ALTO (Spur) 1.7
31 WY		s 6.16	s 6.08	s 5.30	s 4.55PM	4.47	s 4.18PM	s 4.01		2.47	s 2.30	s 12.53	s 11.54AM	s 9.58	s 9.15AM	8.47	s 8.12	s 7.36		s 3.48	31.8	R **MAYFIELD** 3.0
				f	Via Los Altos				Via Newark						Via Los Altos		f	f	Via Newark	f	34.8	CASTRO 1.3
55		s 6.23	s 6.16	s 5.39		4.53		s 4.08		2.53	s 2.37	s 1.02		s 10.05		8.53	s 8.20	s 7.45		s 4.00	36.1	MOUNTAIN VIEW 2.7
P		s 6.29		s 5.45				s 4.13			s 2.42	s 1.08		s 10.10			s 8.25	s 7.52		s	38.8	SUNNYVALE (Spur) 2.0
54		f 6.32	6.24	f 5.50		4.59		f 4.18		2.59	f 2.46	f 1.13		10.13		8.59	f 8.29	f 7.56		s 4.18	40.8	LAWRENCE 3.5
Yard		s 6.38	s 6.30	s 5.56		5.04		s 4.24		3.04	s 2.53	s 1.21		s 10.20		9.04	s 8.34	s 8.03		s 4.30	44.3	SANTA CLARA 1.4
I				f					3.40PM		f	f					f	f	5.50AM	s	45.7	R **COLLEGE PARK** 0.1
																					45.8	S. P. C. Crossing 1.1
Yard ITWFO		s 6.45PM	s 6.38PM	s 6.05PM		s 5.10PM		s 4.30PM	s 3.45PM	s 3.10PM	s 3.03PM	s 1.30PM		s 10.30AM		s 9.10AM	s 8.43AM	s 8.10AM	s 5.55AM	s 4.40AM	46.9	DNRP **SAN JOSE**
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily		(46.9)
	(0.50) 30.48	(1.25) 33.10	(1.33) 30.25	(1.45) 26.80	(0.45) 42.40	(1.10) 40.20	(0.53) 36.00	(1.30) 31.26	(0.05) 14.40	(1.10) 40.20	(1.43) 27.32	(1.50) 25.59	(1.14) 25.78	(1.30) 31.26	(1.10) 27.25	(1.10) 40.20	(1.43) 27.32	(1.40) 28.14	(0.05) 14.40	(2.10) 21.64		..............Time over District. ....Average speed per hour.

Automatic Block

Double Track

On single track westward trains are superior to trains of the same class in the opposite direction.

☞NOTE.—See pages 3, 4 and 5 for additional trains between San Francisco and San Jose.

ADDITIONAL STOPS.

Nos. 34 and 38 stop on signal at Visitacion Sunday.
No. 24 stop at South San Francisco Sunday.
No. 40 stop on signal at Castro Sunday.
No. 62 stop on signal at Bay Shore and Visitacion Sunday.
No. 28 stop on signal at San Mateo to receive passengers for points east of San Jose.
No. 30 stop on signal at Lomita Park, Saturday.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

Time Table No. 104 October 1, 1916	Distance from San Jose	FIRST CLASS																			
STATIONS		33 San Francisco Passenger Arrive Daily EX. SUNDAY	35 San Francisco Passenger Arrive Daily	57 San Francisco Passenger Arrive Daily EX. SUNDAY	37 San Francisco Passenger Arrive Daily	39 San Francisco Passenger Arrive Daily EX. SUNDAY	41 San Francisco Passenger Arrive Daily EX. SUNDAY	43 San Francisco Passenger Arrive Daily	45 San Francisco Passenger Arrive Daily EX. SUNDAY	17 Seashore Express Arrive Daily	29 San Francisco Passenger Arrive Daily	75 The Lark Arrive Daily	69 San Francisco Limited Arrive Daily EX. SUNDAY	47 San Francisco Passenger Arrive Daily	187 Niles Passenger Arrive Daily	61 San Francisco Passenger Arrive Daily	27 Del Monte Express Arrive Daily	49 San Francisco Passenger Arrive Daily	23 San Francisco Passenger Arrive Daily	83 San Francisco Passenger Arrive Daily	53 San Francisco Passenger Arrive Daily
DNR **SAN FRANCISCO** 1.9	46.9	6.25AM		7.25AM	7.35AM	8.00AM	8.20AM	8.40AM	9.00AM		9.40AM	9.45AM	9.50AM	10.10AM		11.45AM	12.30PM	2.00PM	4.00PM	5.30PM	5.50PM
23D STREET 0.3	45.0	s		s																	
ARMY STREET 0.9	44.7																				
14TH AVENUE 2.1	43.8	s		s																	
BAY SHORE 1.3	41.7	s 6.10	Via Ocean View	7.08	7.20	7.49	8.08	8.29	8.48		9.29	9.34	9.39	9.59		11.34	12.18	1.49	3.48	5.19	f 5.38
VISITACION 2.8	40.4			f														f			f
SO. S. FRANCISCO 1.1	37.6	s 6.03		s 7.01	s 7.14	s 7.42	s 8.02	8.24	s 8.43		s 9.23	9.28	9.34	s 9.53		s 11.28	12.13	s 1.42	s 3.42	s 5.14	s 5.32
TANFORAN WYE 0.6	36.5																				
R **SAN BRUNO** 1.1	35.9	s 5.58	s 6.45AM	s 6.54	7.11	s 7.38	7.59	8.21	s 8.39		s 9.19	9.24	9.31	9.50		s 11.22	12.10	s 1.37	3.38	5.10	s 5.29
LOMITA PARK 0.8	34.8	f	f	f		f			f							f		f			
AQUA 0.8	34.0																				
MILLBRAE 1.4	33.2	s 5.53	f 6.35	s 6.48	7.07	s 7.30	f 7.55	8.17	8.34		s 9.15	9.20	9.27	9.46		f 11.15	12.05PM	f 1.31	3.33	5.06	f 5.24
EASTON 1.2	31.8	f	f	f	s	s	s		s		f					f		f			f
BURLINGAME 0.5	30.6	s 5.48	s 6.28	s 6.41	s 7.01	s 7.24	s 7.49	s 8.12	s 8.28		s 9.08			s 9.41		s 11.09		s 1.25	s 3.29	s 5.02	s 5.17
HOWEST 1.1	30.1																				
SAN MATEO 1.0	29.0	s 5.43	s 6.23	s 6.37	s 6.55	s 7.20	s 7.44	s 8.07	s 8.24		s 9.03	9.12	9.21	s 9.36		s 11.04	s 11.57AM	s 1.21	s 3.25	s 4.58	s 5.12
LESLIE 0.8	28.0				f		s									f		f			f
ROMAC 0.6	27.2																				
BERESFORD 1.6	26.6	f	s	f		f		f			f							f		f	
BELMONT 0.8	25.0	s 5.36	f 6.11		s 6.47	f	s 7.36		s 8.17		s 8.52					f 10.54		s 1.12	f		s 5.03
PUMORK 0.5	24.2																				
SAN CARLOS 2.2	23.7	f 5.33	s 6.08	6.28	f 6.44	f 7.09	s 7.33	7.58	f 8.14		f 8.48	9.02	9.14	9.28		f 10.51	11.48	f 1.09	3.16	4.49	f 5.00
DNR **REDWOOD CITY** 2.4	21.5	s 5.29	s 6.03	s 6.24	s 6.39	s 7.05	s 7.28	s 7.54	s 8.10		s 8.45	8.58	9.11	s 9.24		s 10.46	s 11.44	s 1.05	s 3.12	s 4.45	s 4.55
ATHERTON 1.1	19.1	f 5.24	5.58	f 6.19	6.34	7.01	s 7.23	s 7.49	f 8.05		f 8.39	8.54	9.08	f 9.19		f 10.41	11.39	f 1.00	3.07	4.38	f 4.48
MENLO PARK 1.2	18.0	s	s		s	s	s	s	s		s			s		s		s	f		s
PALO ALTO 1.7	16.8	s 5.18	s 5.50	s 6.15	s 6.29	s 6.56	s 7.17	s 7.43	s 7.58		s 8.35			s 9.13		s 10.33	s 11.35	s 12.54	s 3.01	s 4.35	s 4.40
R **MAYFIELD** 3.0	15.1	f 5.15	f 5.45	s 6.11	6.26	s 6.52	s 7.13	s 7.39	s 7.54		s 8.30	8.47	9.03AM	f 9.10		s 10.28	11.32	12.50PM	2.57	4.30PM	s 4.35
CASTRO 1.3	12.1			f			f									f					f
MOUNTAIN VIEW 2.7	10.8	s 5.09	s 5.38	s 6.04	s 6.20	s 6.45	s 7.05	s 7.31	s 7.48	Via Newark	s 8.24	8.42	Via Los Altos	f 9.04	Via Newark	s 10.19	11.26		s 2.51		s 4.27
SUNNYVALE 2.0	8.1	s 5.05	s 5.29		s 6.15	s 6.40	s 7.00		s 7.44		s 8.18			f		s 10.13	f		f		s 4.22
LAWRENCE 3.5	6.1	f 5.02	f 5.25	5.57	f 6.12	6.37	f 6.56	7.25	7.41		f 8.13	8.35		8.58		f 10.08	11.16		2.43		f 4.17
SANTA CLARA 1.4	2.6	s 4.56	s 5.17	s 5.51	s 6.06	s 6.31	s 6.50	7.20	s 7.36		s 8.07	8.30		s 8.53		s 10.03	s 11.10		s 2.37		s 4.12
R **COLLEGE PARK** 0.1	1.2	f							f	f 8.00AM	f				s 8.55AM	f					f
S. P. C. Crossing 1.1	1.1																				
DNRP **SAN JOSE**	0.0	4.50AM	5.10AM	5.45AM	6.00AM	6.25AM	6.45AM	7.15AM	7.30AM	7.55AM	8.00AM	8.25AM		8.47AM	8.50AM	9.55AM	11.04AM		2.30PM		4.05PM
(46.9)		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District Average speed per hour		(1.35) 29.62	(1.35) 22.61	(1.40) 28.14	(1.35) 29.62	(1.35) 29.62	(1.35) 29.62	(1.25) 33.10	(1.30) 31.26	(0.05) 14.40	(1.40) 28.14	(1.20) 35.17	(0.47) 40.60	(1.23) 33.90	(0.05) 14.40	(1.50) 25.35	(1.26) 32.72	(1.10) 27.25	(1.30) 31.26	(1.00) 31.80	(1.45) 26.80

Automatic Block

Double Track

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ NOTE.—See pages 2, 4 and 5 for additional trains between San Jose and San Francisco.

ADDITIONAL STOPS.
- No. 37 stop on signal at San Bruno Sunday.
- No. 37 stop at 23d Street to discharge passengers.
- No. 37 stop at 14th Avenue Sunday to discharge passengers.
- Nos. 43 and 29 Sunday stop on signal at stations not indicated as regular stops.

ADDITIONAL STOPS.
- No. 27 stop on signal at Lawrence and Mountain View to receive funeral parties only.
- No. 69 stop at San Bruno to discharge funeral parties only.
- No. 75 stop at any station west of San Jose to discharge passengers from Santa Barbara or east thereof.

Eastward.

FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS					FIRST CLASS										Distance from San Francisco	Time Table No. 104 October 1, 1916
	254	242	802	302	244	60	64	18	58	76	56	54	68	52	506		
	Ogden and Portland Manifest	Fresno Mdse. Freight	Way Freight	Way Freight	Manifest Freight	San Jose Passenger	San Jose Passenger	Seashore Express	San Jose Passenger	The Lark	San Jose Passenger	San Jose Passenger	Mayfield Passenger	San Jose Passenger	San Jose Passenger (Via Oakland)		
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SATURDAY ONLY	Leave Daily Ex. SATURDAY AND SUNDAY	Leave Daily	Leave Daily		**STATIONS**
	10.05PM	6.50PM		12.15AM	12.05AM	11.45PM	10.00PM		8.10PM	8.00PM	6.30PM	6.05PM	6.05PM	5.40PM		0.0	DNR **SAN FRANCISCO** 1.9
												s 6.11	s 6.11			1.9	23D STREET 0.3
												s 6.12	s 6.12			2.2	ARMY STREET 0.9
												s	s			3.1	14TH AVENUE 2.1
Yard						11.56PM	10.11		8.21	8.11	6.41	s 6.18	s 6.18	5.51		5.2	BAY SHORE 1.3
						f						s 6.20	s 6.20			6.5	VISITACION 2.8
Yard						s 12.02AM	s 10.16		s 8.27	8.17	s 6.47	s 6.25	s 6.25	s 5.57		9.3	SO. SAN FRANCISCO 1.1
Y																10.4	**TANFORAN WYE** 0.6
P						s 12.05	s 10.19		s 8.31	8.20	s 6.51	s 6.30	s 6.30	s 6.01		11.0	R **SAN BRUNO** (Spur) 1.1
						f	f		f		f	f	f	s		12.1	LOMITA PARK 0.8
																12.9	AQUA (Spur) 0.8
52						f 12.10	f 10.24		f 8.37	8.24	f 6.56	f 6.36	f 6.36	s 6.07		13.7	MILLBRAE 1.4
						f	f		f		f	f	f	s		15.1	EASTON (Spur) 1.2
40						s 12.16	s 10.30		s 8.42		s 7.01	s 6.42	s 6.42	s 6.12		16.3	BURLINGAME (Spur) 0.5
																16.8	HOWEST (Spur) 1.1
99 W						s 12.20	s 10.34		s 8.46	8.29	s 7.05	s 6.47	s 6.47	s 6.17		17.9	SAN MATEO 1.0
						f	f		f			f	f			18.9	LESLIE (Spur) 0.8
																19.7	ROMAC (Spur) 0.6
						f	f		f		f			f		20.3	BERESFORD 1.6
						f 12.28	f 10.43		s 8.55		s 7.12	f 6.55	f 6.55	s 6.26		21.9	BELMONT (Spur) 0.8
																22.7	PUMORK (Spur) 0.5
54						f 12.31	f 10.46		f 8.58	8.36	f 7.15	f 6.58	f 6.58	f 6.29		23.2	SAN CARLOS 2.2
158 Y	12.05AM	8.20PM				s 12.35	s 10.50		s 9.04	8.40	s 7.20	s 7.04	s 7.04	s 6.34		25.4	DNR **REDWOOD CITY** 2.4
56						f 12.40	f 10.54		f 9.10	8.43	f 7.25	f	f	f 6.39		27.8	ATHERTON 1.1
						s	s		s		s	s	s	s		28.9	MENLO PARK (Spur) 1.2
P						s 12.47	s 11.01		s 9.16		s 7.32	s 7.15	s 7.15	s 6.46		30.1	PALO ALTO (Spur) 1.7
31 WY						s 12.50	s 11.04		s 9.20	8.50	s 7.36	s 7.20	s 7.20PM	6.49		31.8	R **MAYFIELD** 3.0
						f						f		f		34.8	CASTRO 1.3
55	Via Dumbarton	Via Dumbarton	Via Newark			s 12.58	s 11.11	Via Newark	s 9.27	8.56	s 7.42	s 7.28		s 6.57	Via Newark	36.1	MOUNTAIN VIEW 2.7
P						s 1.04	s 11.15		s 9.33		s 7.48	s 7.34		s 7.03		38.8	SUNNYVALE (Spur) 2.0
54						f 1.07	f 11.18		f 9.37	9.02	f 7.53	f 7.38		7.07		40.8	LAWRENCE 3.5
Yard						s 1.13	s 11.24		s 9.43	9.07	s 7.59	s 7.44		s 7.13		44.3	SANTA CLARA 1.4
I			2.10PM			f		9.55PM	f		f	f		f	7.10PM	45.7	R **COLLEGE PARK** 0.1
																45.8	S. P. C. Crossing 1.1
Yard ITWF			2.20PM	8.15AM	2.05AM	s 1.20AM	s 11.30PM	s 10.00PM	s 9.50PM	s 9.13PM	s 8.05PM	s 7.50PM		s 7.20PM	s 7.15PM	46.9	DNRP **SAN JOSE**
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SATURDAY ONLY	Arrive Daily Ex. SATURDAY AND SUNDAY	Arrive Daily	Arrive Daily		(46.9)
	(2.00)	(1.30)	(0.10)	(8.00)	(2.00)	(1.35)	(1.30)	(0.05)	(1.40)	(1.13)	(1.35)	(1.45)	(1.15)	(1.40)	(0.05)		................Time over District
	12.70	16.93	7.20	5.86	23.45	29.62	31.26	14.40	28.14	38.54	29.62	26.80	25.44	28.14	14.40		................Average speed per hour

Automatic Block

Double Track

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ **NOTE.—See pages 2, 3 and 5 for additional trains between San Francisco and San Jose.**

ADDITIONAL STOPS.

No. 52 stop on signal at Bay Shore and any station east Sunday.

No. 76 stop on signal at any station west of San Jose to receive passengers for Santa Barbara or east thereof.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

Time Table No. 104
October 1, 1916

				FIRST CLASS									THIRD CLASS			
			Distance from San Jose	55	59	31	65	557	87	77	21	63	243	301	801	253
				San Francisco Passenger	San Francisco Passenger	SanFrancisco Passenger	San Francisco Passenger	San Francisco Passenger (Via Oakland)	Scenic Local	Shore Line Limited	Coaster	San Francisco Passenger	Sunset Manifest	Way Freight	Way Freight	Ogden Manifest Freight
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. SATURDAY & SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SATURDAY & SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
DNR	**SAN FRANCISCO**	1.9	46.9	7.20PM	7.45PM	8.10PM	8.40PM		9.30PM	9.50PM	10.55PM	11.55PM	3.30AM	8.05AM		11.00PM
	23D STREET	0.3	45.0													
	ARMY STREET	0.9	44.7													
	14TH AVENUE	2.1	43.8													
	BAY SHORE	1.3	41.7	7.09	7.34	7.59	f 8.28		9.18	9.39	10.44	11.44				
	VISITACION	2.8	40.4				f									
	SO. SAN FRANCISCO	1.1	37.6	s 7.04	s 7.28	7.53	s 8.23		9.12	9.34	10.39	s 11.39				
	TANFORAN WYE	0.6	36.5													
R	**SAN BRUNO**	1.1	35.9	7.01	s 7.23	7.50	s 8.19		9.08	9.31	10.36	s 11.36				
	LOMITA PARK	0.8	34.8		f		f					f				
	AQUA	0.8	34.0													
	MILLBRAE	1.4	33.2	6.56	f 7.15	7.46	f 8.14		9.04	9.27	10.32	f 11.32				
	EASTON	1.2	31.8	f	f		f					f				
	BURLINGAME	0.5	30.6	s 6.51	s 7.07		s 8.09		s 9.00			s 11.26				
	HOWEST	1.1	30.1													
	SAN MATEO	1.0	29.0	s 6.47	s 7.03	s 7.38	s 8.04		s 8.57	9.21	f 10.26	s 11.22				
	LESLIE	0.8	28.0		f		f									
	ROMAC	0.6	27.2													
	BERESFORD	1.6	26.6		f		f					f				
	BELMONT	0.8	25.0		f 6.52		f 7.56					f 11.13				
	PUMORK	0.5	24.2													
	SAN CARLOS	2.2	23.7	6.38	s 6.48	7.26	f 7.53		8.48	9.14	10.18	f 11.10				
DNR	**REDWOOD CITY**	2.4	21.5	s 6.35	6.43PM	s 7.22	s 7.48		s 8.44	9.11	f 10.15	s 11.06				9.15PM
	ATHERTON	1.1	19.1	f 6.28		7.16	f 7.43		8.38	9.08	10.10	f 11.01				
	MENLO PARK	1.2	18.0	s			f					s				
	PALO ALTO	1.7	16.8	s 6.17		s 7.12	s 7.38		s 8.34		f	s 10.54				
R	**MAYFIELD**	3.0	15.1	s 6.11		7.07	7.34PM		f 8.30	9.03	10.04	s 10.50				
	CASTRO	1.3	12.1	f								f				
	MOUNTAIN VIEW	2.7	10.8	s 6.02		s 7.01		Via Newark	s 8.23	8.57	9.58	s 10.42			Via Newark	Via Dumbarton
	SUNNYVALE	2.0	8.1	s 5.52		s 6.56			s 8.18			s 10.36				
	LAWRENCE	3.5	6.1	f 5.45		6.51			8.12	8.50	9.51	f 10.31				
	SANTA CLARA	1.4	2.6	s 5.37		s 6.46			s 8.06	8.45	9.46	s 10.26				
R	**COLLEGE PARK**	0.1	1.2	f				s 8.00PM	8.03PM						4.35PM	
	S. P. C. Crossing	1.1	1.1						Via West San Jose							
DNRP	**SAN JOSE**		0.0	5.30PM		6.40PM		7.55PM		8.40PM	9.41PM	10.20PM	1.15AM	12.05AM	4.30PM	
	(46.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. SATURDAY & SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SATURDAY & SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
	Time over District			(1.50)	(1.02)	(1.30)	(1.06)	(0.05)	(1.27)	(1.10)	(1.14)	(1.35)	(2.15)	(8.00)	(0.05)	(1.45)
	Average speed per hour			25.59	24.51	31.26	28.90	14.40	31.52	40.20	38.01	29.62	20.85	5.86	14.40	14.51

Automatic Block (San Francisco to San Jose)

Double Track (San Mateo to San Jose)

On single track westward trains are superior to trains of the same class in the opposite direction.

☞NOTE.—See pages 2, 3, and 4 for additional trains between San Jose and San Francisco.

ADDITIONAL STOPS.

No. 87 stop at South San Francisco Saturday and Sunday, and stop on other days to discharge passengers only.

No. 87 stop at San Bruno to discharge passengers from stations east of Los Gatos.

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS			FIRST CLASS										Distance from San Francisco		Time Table No. 104 October 1, 1916
	414 Way Freight	**416** Way Freight	**244** Manifest Freight	**10** Seashore Express	**76** The Lark	**208** Tres Pinos Passenger	**74** Valley Passenger	**28** Del Monte Express	**206** Tres Pinos Passenger	**24** San Luis Obispo Passenger	**78** Shore Line Limited	**204** Tres Pinos Passenger	**32** Watsonville Junction Passenger			
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
			12.05AM	7.40PM	8.00PM	4.00PM	4.00PM	2.00PM		9.00AM	8.00AM	6.30AM	6.30AM	0.0		**SAN FRANCISCO**
Yard ITWFO	9.30AM		3.00AM	10.10PM	9.20PM		5.15PM	3.15PM		10.35AM	9.14AM		**8.20AM**	46.9	Automatic Block	DNRP **SAN JOSE** 1.1
							s						s	48.0 51.7		4TH ST., SAN JOSE 0.9
70 19	9.42		3.15	10.18	**9.28**		5.25	3.23		**10.46**	9.22		8.30	52.6		VALBRICK 2.1
														54.7		MULIA (Spur) 0.8
50	9.50		3.25	10.22	9.32		f 5.30	**3.27**		f10.51	9.26		f 8.36	55.5		RP **LICK** 1.9
50	10.00		3.31	10.25	9.35		s 5.35	3.30		f10.55	9.29		f 8.40	57.4		EDENVALE 3.0
68	10.10		3.40	10.29	9.39		f 5.40	3.35		10.59	9.33		8.45	60.4		POMAR 2.7
71 W	**10.31**		3.53	f10.34	9.43		s 5.46	3.39		s11.05	9.37		s 8.50	63.1		DN COYOTE 3.2
69	10.51		4.05	10.39	9.47		f **5.52**	3.44		f11.11	9.41		f 8.56	66.3		PERRY 2.9
28	11.01		4.15				f 5.57			f11.16			f 9.02	69.2		MADRONE 1.6
58	**11.20AM**		4.20	s10.46	9.53		s 6.02	f 3.51		s**11.20**	9.47		s 9.06	70.8		D MORGANHILL 1.2
35			4.24							f11.23			f 9.09	72.0		TENNANT 2.1
														74.1		DURNEY (Spur) 0.5
70	12.25PM		4.30	**10.51**	9.58		s 6.08	3.56		s11.29	9.52		s 9.13	74.6		D SAN MARTIN 2.4
35	12.40		4.36	10.54	10.01		f			f11.33	9.55		f 9.18	77.0		RUCKER 2.1
														79.1		LONOKE (Spur) 1.6
Yard TWF	**12.55** **2.00**	7.00AM	4.49	s11.01	10.07	**6.22PM**	s **6.18**	s 4.06	**1.20PM**	s 11.44	s**10.03**	**9.35AM**	s **9.30**	80.7		DNRP **GILROY** 2.5
	2.07	7.12AM	4.55	11.06	10.11	s **6.30PM**	**6.22**	4.10	s 1.30PM	11.48	10.07	s **9.42AM**	**9.35**	83.2		RP **CARNADERO** 0.9
														84.1		NEMA (Spur) 0.3
18	2.12		5.00										f 9.38	84.4		MILLER 2.7
46	2.25		5.07	11.11	**10.16**		s 6.30	s 4.16		s11.55AM	**10.13**		s 9.43	87.1		D SARGENT 1.9
28										f			**9.48**	89.0		BETABEL 2.9
97	2.40		5.20	11.19	10.22		f 6.38	4.24		f12.05PM	10.21		f **9.54**	91.9		CHITTENDEN 1.3
							f							93.2		LOGAN (Spur) 1.4
58	**4.29**		5.28	11.25	10.27		s 6.44	**4.29**		s12.11	10.26		s10.02	94.6		D AROMAS 2.5
68	**4.48**		5.35				6.49	4.33		f12.16			f10.07	97.1		VEGA 3.3
Yard YWOF	5.10PM		**5.45AM**	s11.35PM	s10.35PM		s 7.00PM	s **4.40PM**		¶**12.22PM**	s10.34AM		s10.18AM	100.4		DNRP **WATSONVILLE JCT**
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			49.8
	(7.40)	(0.12)	(2.45)	(1.25)	(1.15)	(0.08)	(1.45)	(1.25)	(0.10)	(1.47)	(1.20)	(0.07)	(1.58)			........................Time over District
	6.50	12.05	18.10	35.15	39.84	18 75	28.45	35.15	15.00	27.92	37.35	21.42	25.32			........................Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 10 stop on signal at any station to receive passengers for Los Angeles and east.
No. 28 stop on signal at Chittenden Saturday only.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Automatic Block

	Time Table No. 104 October 1, 1916		FIRST CLASS											THIRD CLASS		
	STATIONS	Distance from Watsonville Jct.	203 Gilroy Passenger Arrive Daily	17 Seashore Express Arrive Daily	75 The Lark Arrive Daily	27 Del Monte Express Arrive Daily	201 New Almaden Mixed Arrive MONDAY ONLY	205 Gilroy Passenger Arrive Daily	23 San Francisco Passenger Arrive Daily	207 Gilroy Passenger Arrive Daily	31 San Francisco Passenger Arrive Daily	77 Shore Line Limited Arrive Daily	21 Coaster Arrive Daily	415 Way Freight Arrive Daily EX SUNDAY	413 Way Freight Arrive Daily EX. SUNDAY	243 Sunset Manifest Arrive Daily
	SAN FRANCISCO	100.4	9.40AM	10.10AM	9.45AM	12.30PM		4.00PM	4.00PM	8.10PM	8.10PM	9.50PM	10.55PM			3.30AM
DNRP	**SAN JOSE** 1.1	53.5		s 7.45AM	s 8.20AM	s 10.56AM	s 12.15PM		s 2.22PM		s 6.30PM	s 8.36PM	s 9.36PM	3.55PM		12.15AM
	4TH ST., SAN JOSE 0.9	52.4 48.7		s			s									
	VALBRICK 2.1	47.8		7.33	8.12	10.46	12.01PM		2.12		6.22	8.27	9.28	3.43		12.05AM
	MULIA 0.8	45.7														
RP	**LICK** 1.9	44.9		f 7.29	8.08	10.42	11.55AM		f 2.08		6.18	8.23	9.17	3.27		11.47PM
	EDENVALE 3.0	43.0		s 7.24	8.05	10.39			f 2.03		f 6.15	8.20	9.14	3.15		11.34
	POMAR 2.7	40.0		f 7.17	8.01	10.35			1.56		6.10	8.16	9.10	3.01		11.28
DN	COYOTE 3.2	37.3		s 7.11	7.57	10.31			s 1.51		s 6.05	8.12	9.06	2.50		11.22
	PERRY 2.9	34.1		f 7.06	7.53	10.27			f 1.45		f 5.52	8.08	9.02	2.30		11.15
	MADRONE 1.6	31.2		f					s					2.15		
D	MORGANHILL 1.2	29.6		s 6.55	7.47	f 10.21			s 1.34		s 5.40	8.02	8.56	2.05		11.05
	TENNANT 2.1	28.4		f					f							
	DURNEY 0.5	26.3														
D	SAN MARTIN 2.4	25.8		s 6.46	7.42	10.14			s 1.25		f 5.32	7.56	8.51	1.43		10.51
	RUCKER 2.1	23.4		f 6.41					f 1.20		f			1.30		10.40
	LONOKE 1.6	21.3														
DNRP	**GILROY** 2.5	19.7	s 6.25AM	s 6.35	7.32	s 10.03		s 11.42AM	s 1.14	s 5.04PM	s 5.20	7.46	s 8.40	1.19PM 11.00AM	12.15PM	10.32
RP	**CARNADERO** 0.9	17.2	6.17AM	6.25	7.27	9.57		11.35AM	1.03	4.55PM	5.11	7.41	8.34	10.50	12.05PM	10.24
	NEMA 0.3	16.3														
	MILLER 2.7	16.0							f 1.01							
D	SARGENT 1.9	13.3		f 6.18	7.21	s 9.51			s 12.56		s 5.06	7.36	8.28	10.13		10.16
	BETABEL 2.9	11.4				9.48			f 12.52							
	CHITTENDEN 1.3	8.5		f 6.09	7.15	9.43			f 12.47		f 4.59	7.30	8.22	9.54 9.30		9.45
	LOGAN 1.4	7.2		f												
D	AROMAS 2.5	5.8		s 6.03	7.09	9.37			s 12.41		s 4.53	7.25	8.17	7.30		9.27
	VEGA 3.3	3.3		5.57	7.04	9.33			f 12.36		4.48		8.12	7.20		9.19
DNRP	**WATSONVILLE JCT**	0.0		5.50AM	6.58AM	9.27AM			12.30PM		4.42PM	7.14PM	8.06PM	7.10AM		9.05PM
	(49.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave MONDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX.SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
	Time over District		(0.08)	(1 55)	(1.22)	(1.29)	(0.20)	(0.07)	(1.52)	(0.09)	(1.48)	(1.22)	(1.30)	(8.45)	(0.10)	(3.10)
	Average speed per hour		18.75	25.91	38.60	33.56	14.70	21.42	26.68	18.88	27.66	38.60	33.20	5.69	15.00	15.73

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 21 Stop at Morganhill to discharge passengers from points east of San Luis Obispo.

FROM SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division.

Time Table No. 104

October 1, 1916

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS			SECOND CLASS		FIRST CLASS							Distance from San Francisco		STATIONS
	310 Way Freight	312 Way Freight	244 Sunset Manifest	106 Salinas Mixed	104 Salinas Mixed	10 Seashore Express	76 The Lark	74 Valley Passenger	28 Del Monte Express	24 San Luis Obispo Passenger	84 Scenic Local	78 Shore Line Limited			
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
			12.05AM	2.00PM		7.40PM	8.00PM	4.00PM	2.00PM	9.00AM	8.05AM	8.00AM	0.0		**SAN FRANCISCO**
Yard YWOF	7.50AM	7.15AM	7.00AM			11.43PM	10.39PM	7.09PM	4.50PM	12.50PM	12.45PM	10.40AM	100.4	DNRP	**WATSONVILLE JCT** 3.2
								f					103.6		LYDA (Spur) 2.0
68	8.05	7.30	7.15			11.53PM	10.49	f 7.19	f 5.00	f 1.05	f 12.57	10.50	105.6		ELKHORN 4.8
53 55 YW	8.18	7.45AM	7.26	5.10PM	8.55AM	s 12.15AM	f 10.57	s 7.35	s 5.10PM	s 1.20	s 1.10PM	s 11.01	110.4	DNR	**DEL MONTE JCT.** 3.5
71	8.36		7.34	f 5.17	f 9.00	12.20	11.02	f 7.41		f 1.27		11.06	113.9		COOPER 1.7
16	8.48		7.38	f 5.23	f 9.05			f		f 1.30			115.6		GRAVES 2.6
Yard TW	8.58 9.25		7.53	s 5.35PM	s 9.15AM	s 12.28	s 11.11	s 7.50		s 1.40		s 11.12	118.2	DNR	SALINAS 2.1
75 Y	9.31		8.00			12.33	11.14	7.55		1.45		11.18	120.3		**SPRECKELS JCT.** 5.0
49	9.42		8.12			12.41	11.21	8.02		f 1.53		11.25	125.3		SPENCE 3.8
50	9.52		8.22			f 12.47	11.26	f 8.07		s 2.00		11.31	129.1	D	CHUALAR 1.9
43													131.0		GABILAN 0.9
50	10.00		8.30			12.52	11.30	8.11		2.05		11.35	131.9		PENVIR 2.0
													133.9		DEAN (Spur) 1.2
72	10 20 10.31		8.58			f 12.58	11.35	s 8.17		s 2.12		11.40	135.1	D	GONZALES 2.0
													137.1		RACK (Spur) 0.9
													138.0		DOUD (Spur) 0.8
													138.8		MOLUS (Spur) 1.8
51	10.50		9.15			1.06	11.42	8.24		f 2.21		11.47	140.6		CAMPHORA 3.0
89 W	11.05AM 12.17PM		9.28			s 1.16	11.46	s 8.30		s 2.30		11.51	143.6	DN	SOLEDAD 4.7
78	12.30		9.55			1.23	11.52	8.37		f 2.40		11.57AM	148.3		HARLEM 4.0
51	12.45		10.10			1.31	11.58PM	f 8.43		s 2.48		12.04PM	152.3	D	METZ 6.6
50	1.10		10.25			1.44	12.09AM	8.54		f 3.03		12.15	158.9		COBURN 2.1
													161.0		ELSA (Spur) 2.7
55 W	1.30		10.40			s 1.54	12.15	s 9.02		s 3.18		12.21	163.7	DN	KING CITY 3.4
48	1.45		10.50			2.00	12.20	9.07		3.23		12.26	167.1		WELBY 5.3
50	2.10		11.05			f 2.10	12.27	s 9.15		s 3.31		12.33	172.4	D	SAN LUCAS 5.3
50	2.30		11.20			2.18	12.34	9.22		3.39		12.40	177.7		DOCAS 5.2
50 WF	3.00PM		11.35AM			s 2.30AM	12.43AM	s 9.33PM		s 3.49PM		12.49PM	182.9	DNR	**SAN ARDO**
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(82.5)
	(7.10) 11.51	(0.30) 20.00	(4.35) 18.00	(0.25) 18.72	(0.20) 23.40	(2.47) 29.64	(2.04) 39.84	(2.24) 34.44	(0.20) 30.00	(2.59) 27.60	(0.25) 24.00	(2.09) 38.37	..................Time over District ....Average speed per hour		

Automatic Block (Watsonville Jct. to San Ardo)

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOP { No. 10 stop on signal at any station to receive passengers for Los Angeles and east.
No. 24 stop on signal at "Miller's Gun Club," 300 feet west of Mile Post 108.

TOWARD SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division.

Time Table No. 104

October 1, 1916

			FIRST CLASS							SECOND CLASS		THIRD CLASS		
		Distance from San Luis Obispo	17	75	27	23	87	77	21	103	105	309	311	243
			Seashore Express	The Lark	Del Monte Express	San Francisco Passenger	Scenic Local	Shore Line Limited	Coaster	Del Monte Junction Mixed	Del Monte Junction Mixed	Way Freight	Way Freight	Sunset Manifest
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
	SAN FRANCISCO	252.1	10.10AM	9.45AM	12.30PM	4.00PM	9.30PM	9.50PM	10.55PM	12.30PM	8.10PM			3.30AM
DNRP	**WATSONVILLE JCT** 3.2	151.7	s 5.45AM	s 6.55AM	s 9.17AM	¶ 11.50AM	s 4.30PM	s 7.09PM	s 8.00PM			2.00PM	3.30PM	8.30PM
	LYDA 2.0	148.5				f								
	ELKHORN 4.8	146.5	5.35	6.46	9.05	f 11.38	f 4.20	6.59	f 7.47			1.46	3.15	8.15
DNR	**DEL MONTE JCT.** 3.5	141.7	s 5.25	s 6.38	8.55AM	s 11.27	4.10PM	s 6.50	s 7.35	s 8.50AM	s 4.05PM	1.35	3.00PM	8.00
	COOPER 1.7	138.2	5.15	6.31		f 11.19		6.42	7.27	f 8.36	f 3.51	1.27		7.41
	GRAVES 2.6	136.5				f				f 8.32	f 3.47	1.00		7.30
DNR	SALINAS 2.1	133.9	s 5.08	s 6.25		s 11.12		s 6.36	s 7.20	8.25AM	3.40PM	12.45		7.20
	SPRECKELS JCT. 5.0	131.8	5.00	6.19		10.56		6.31	7.14			12.15PM		7.00
	SPENCE 3.8	126.8	4.53	6.12		f 10.48		6.24	7.07			11.57AM		6.44
D	CHUALAR 1.9	123.0	f 4.47	6.07		s 10.42		6.18	f 7.00			11.31		6.34
	GABILAN 0.9	121.1												
	PENVIR 2.0	120.2	4.42	6.03		10.37		6.14	6.55			10.57		6.27
	DEAN 1.2	118.2												
D	GONZALES 2.0	117.0	f 4.37	5.59		s 10.31		6.09	s 6.50			10.43 10.20		6.17
	RACK 0.9	115.0												
	DOUD 0.8	114.1												
	MOLUS 1.8	113.3												
	CAMPHORA 3.0	111.5	4.29	5.52		f 10.14		6.01	6.40			10.00		6.01
DN	SOLEDAD 4.7	108.5	f 4.24	5.48		s 10.07		5.56	s 6.35			9.28		5.43
	HARLEM 4.0	103.7	4.14	5.42		f 9.55		5.50	6.27			8.48		5.20
D	METZ 6.6	99.8	f 4.07	5.37		s 9.43		5.43	f 6.20			8.30		5.05
	COBURN 2.1	93.2	3.57	5.27		f 9.31		5.32	6.10			8.20		4.48
	ELSA 2.7	91.1												
DN	KING CITY 3.4	88.4	s 3.49	5.19		s 9.22		5.25	s 6.00			7.50		4.30
	WELBY 5.3	85.0	3.41	5.14		9.13		5.20	5.53			7.35		4.08
D	SAN LUCAS 5.3	79.7	f 3.33	5.08		s 9.04		5.13	s 5.45			7.20		3.50
	DOCAS 5.2	74.4	3.25	5.02		8.55		5.06	5.38			7.00		3.39
DNR	**SAN ARDO**	69.2	3.16AM	4.55AM		8.47AM		4.59PM	5.30PM			6.45AM		3.00PM
	82.5		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
	Time over District		(2.29)	(2.00)	(0.22)	(3.03)	(0.20)	(2.10)	(2.30)	(0.25)	(0.25)	(7.15)	(0.30)	(5.30)
	Average speed per hour		33.22	41.25	27.27	27.04	30.00	38.08	33.00	18.72	18.72	11.38	20.00	15.00

Automatic Block

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS Nos. 23 and 87 stop on signal at "Miller's Gun Club," 300 feet west of mile post 108.
No. 17 stop at any station to discharge passengers from Los Angeles and East.

FROM SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS					Distance from San Francisco		Time Table No. 104 October 1, 1916
	314	244	24	74	78	10	76			
	Way Freight	Sunset Manifest	San Luis Obispo Passenger	Valley Passenger	Shore Line Limited	Seashore Express	The Lark			
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
		12.05AM	9.00AM	4.00PM	8.00AM	7.40PM	8.00PM	0.0		**SAN FRANCISCO**
50 WF	4.15PM	11.35AM	3.49PM	9.33PM	12.49PM	2.30AM	12.43AM	182.9		DNR **SAN ARDO** 3.5
50	4.30	11.45	3.55	9.38	12.54	2.35	12.48	186.4		GETTY 3.3
50	4.40 5.18	11.55AM	f 4.00	9.43	12.59	2.40	**12.52**	189.7		WUNPOST 6.2
49	5.33	12.10PM	s 4.10	s 9.53	1.08	f **2.50**	1.01	195.9		D BRADLEY 5.5
66	5.45	12.25	f 4.20	10.02	1.15	2.59	1.08	201.4		NACIMIENTO 2.4
103	6.00	12.31	f **4.27**	f 10.06	1.18	3.03	1.11	203.8	Automatic Block	McKAY 3.2
35 W	6.30	12.40	s 4.36	s 10.12	**1.22**	s 3.11	1.15	207.0		D SAN MIGUEL 3.9
50	6.50	**12.56**	f **4.43**	10.18	1.27	3.18	1.20	210.9		WELLSONA 4.2
								215.1		EOCENE (Spur) 1.2
63 W	7.30	1.05	s 4.55	s **10.30**	s 1.35	s 3.28	f 1.27	216.3		DN PASO ROBLES 5.5
37	8.10	1.20	s 5.06	f 10.40	1.43	f 3.38	1.35	221.8		D TEMPLETON 3.1
35	8.30	1.30	f 5.12	10.44	1.48	3.43	1.39	224.9		ASUNCION 1.4
								226.3		ATASCADERO (Spur) 1.1
								227.4		BRICKTON (Spur) 0.6
43	**9.03**	**1.53**	f 5.18	f 10.50	**1.53**	f **3.51**	1.43	228.0		HENRY 1.4
								229.4		HAVEL (Spur) 0.9
33	9.40	2.05	f 5.23	10.54	1.56	3.56	**1.47**	230.3		EAGLET 5.2
42 YW	10.10	2.40	s 5.36	s 11.10	2.08	s 4.10	1.57	235.5		DNR SANTA MARGARITA 3.4
91	10.35	3.20 3.50	**5.47**	11.22	2.17	4.20	2.10	238.9		CUESTA 1.1
								240.0		THYLE (Spur) 2.6
73	10.50	4.10	**5.59**	11.33	2.27	4.30	2.21	242.6		NOVA 0.8
48 W	10.55	4.13	f **6.02**	11.36	2.29	4.32	2.24	243.4		N SERRANO 2.9
45	11.05	4.30	**6.10**	11.45	2.35	4.43	2.34	246.3		CHORRO 1.7
								248.0		GOLDTREE (Spur) 2.9
88	11.25	4.45	**6.23**	11.55	**2.46**	4.54	2.45	250.9		HATHAWAY 1.2
Yard TWFO	11.40PM	4.55PM	s **6.30PM**	s 11.59PM	s 2.50PM	s 5.00AM	s **2.50AM**	252.1		DNR **SAN LUIS OBISPO**
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(69.2)
	(7.25)	(5.20)	(2.41)	(2.26)	(2.01)	(2.30)	(2.07)			..............Time over District
	9.33	12.97	23.50	28.43	34.31	27.68	32.68			..............Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS—No. 10 stop on signal at any station to receive passengers for Los Angeles and east.

TOWARD SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division.

Westward.

Time Table No. 104

October 1, 1916

		Distance from San Luis Obispo	FIRST CLASS					THIRD CLASS	
			17	**75**	**23**	**77**	**21**	**243**	**313**
			Seashore Express	The Lark	San Francisco Passenger	Shore Line Limited	Coaster	Sunset Manifest	Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
	SAN FRANCISCO	252.1	10.10AM	9.45AM	4.00PM	9.50PM	10.55PM	3.30AM	
DNR	**SAN ARDO** 3.5	69.2	s 3.16AM	4.55AM	s 8.47AM	4.59PM	s 5.30PM	3.00PM	1.30AM
	GETTY 3.3	65.7	3.06	4.49	8.37	4.51	5.23	2.48	1.10
	WUNPOST 6.2	62.4	3.00	4.45	f 8.31	**4.47**	**5.18**	2.38	**12.52**
D	BRADLEY 5.5	56.2	f **2.50**	4.36	s 8.22	4.38	s 5.08	2.18	12.15AM
	NACIMIENTO 2.4	50.7	2.42	4.29	f 8.13	4.31	4.59	2.00	11.30PM
	McKAY 3.2	48.3	f 2.38	4.26	f 8.09	**4.27**	4.55	1.50	11.15
D	SAN MIGUEL 3.9	45.1	s 2.33	4.22	s 8.04	4.23	s 4.49	**1.22**	11.00
	WELLSONA 4.2	41.2	2.26	4.17	f 7.58	4.17	**4.43**	**12.56**	10.45
	EOCENE 1.2	37.0							
DN	PASO ROBLES 5.5	35.8	s 2.17	f 4.09	s 7.51	s 4.09	s 4.35	12.44	**10.30**
D	TEMPLETON 3.1	30.3	f 2.05	**3.59**	s 7.40	3.59	s 4.24	12.24	9.30
	ASUNCION 1.4	27.2	2.00	**3.55**	f 7.34	3.55	4.19	12.12	9.13
	ATASCADERO 1.1	25.8							
	BRICKTON 0.6	24.7							
	HENRY 1.4	24.1	f 1.55	**3.51**	f 7.29	3.51	f 4.14	12.01PM	**9.03**
	HAVEL 0.9	22.7							
	EAGLET 5.2	21.8	**1.47**	3.48	f 7.24	3.48	4.10	11.50AM	8.58
DNR	SANTA MARGARITA 3.4	16.6	s 1.38	3.38	s 7.17	3.41	s 4.02	11.35	8.40
	CUESTA 1.1	13.2	1.25	3.25	7.04	**3.25**	**3.50**	11.09	7.30
	THYLE 2.6	12.1							
	NOVA 0.8	9.5	1.15	3.15	6.54	3.15	3.39	10.49	7.09
	SERRANO 2.9	8.7	1.12	3.12	f 6.51	3.12	3.36	10.45	7.05
	CHORRO 1.7	5.8	1.02	3.05	6.44	3.05	3.28	10.25	6.50
	GOLDTREE 2.9	4.1							
	HATHAWAY 1.2	1.2	12.49	2.53	6.33	**2.46**	3.18	10.00	6.35
DNR	**SAN LUIS OBISPO**	0.0	12.45AM	**2.50**AM	6.30AM	2.40PM	3.15PM	9.45AM	**6.30**PM
	(69.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex.SATURDAY
	Time over District..............		(2.31)	(2.05)	(2.17)	(2.19)	(2.15)	(5.15)	(7.00)
	Average speed per hour..........		27.49	33.21	30.30	29.87	30.75	13.18	9.89

Automatic Block

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS—No. 17 stop at any station to discharge passengers from Los Angeles and east.

FROM SAN FRANCISCO—San Luis Obispo and Santa Barbara Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS				Distance from San Francisco			Time Table No. 104 October 1, 1916
	244	316	22	78	10	76				
	Sunset Manifest	Way Freight	Coaster	Shore Line Limited	Seashore Express	The Lark				
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS
	12.05AM			8.00AM	7.40PM	8.00PM	0.0			**SAN FRANCISCO**
Yard TWFO	7.15PM	7.00AM	3.10PM	3.05PM	5.10AM	2.58AM	252.1	Automatic Block	DNR	**SAN LUIS OBISPO** 5.8
50	7.35	7.20	f 3.20	3.15	f 5.20	3.08	257.9		D	EDNA 1.0
							258.9			HADLEY (Spur) 0.2
I							259.1			P. C. R. R. Crossing 0.9
30							260.0			TIBER 2.8
	7.55	7.40	f 3.31	3.23	f 5.30	3.16	262.8			PISMO (Spur) 1.4
56	8.00	7.45	3.33	3.25	5.33	3.18	264.2			GROVER 1.7
42 W	8.05	8.05	s 3.37	3.28	f 5.37	3.21	265.9		D	OCEANO 4.0
38	8.17	8.15	3.43	3.34	f 5.47	3.27	269.9			CALLENDER 2.5
48	8.27	8.25	3.47	3.38	f 5.51	3.31	272.4			BROMELA 4.1
44 W	8.45	8.39	s 3.55	3.44	s 6.00	3.37	276.5		DN	GUADALUPE 4.2
50	9.05	8.56	f 4.03	3.51	f 6.10	3.43	280.7			WALDORF 4.1
50	9.30	9.12	4.09	3.59	6.20	3.51	284.8			SCHUMAN 0.9
							285.7			DEVON (Spur) 1.8
45	9.40	9.22	s 4.14	4.03	f 6.25	3.55	287.5		D	CASMALIA 2.5
30	9.50	9.30	4.18	4.07	6.30	3.59	290.0			ANTONIO 3.2
50	10.00	9.40	4.23	4.12	f 6.36	4.04	293.2			NARLON 4.0
52	10.20	9.55	4.29	4.19	f 6.42	4.10	297.2			TANGAIR 4.1
							301.3			AJAX (Spur) 1.4
93 YWF	10.59PM	10.10AM	s 4.41PM	4.32PM	s 6.55AM	4.24AM	302.7		DN	**LOMPOC JCT.**
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(50.6)
	(3.44)	(3.10)	(1.31)	(1.27)	(1.45)	(1.26)	..................Time over District			
	13.55	15.98	33.36	34.89	28.91	35.30	..................Average speed per hour			

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 10 stop on signal at any station to receive passengers for Los Angeles and east.
No. 78 stop on signal at Lompoc Junction to receive passengers destined to Los Angeles or beyond.
No. 22 stop on signal at Callender Friday and Sunday.

TOWARD SAN FRANCISCO—San Luis Obispo and Santa Barbara Sub-Division.

Westward.

	Time Table No. 104 October 1, 1916	Distance from Santa Barbara	FIRST CLASS				THIRD CLASS	
			75	**77**	**21**	**17**	**243**	**315**
			The Lark	Shore Line Limited	Coaster	Seashore Express	Sunset Manifest	Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
	SAN FRANCISCO	370.7	9.45AM	9.50PM	10.55PM	10.10AM	3.30AM	
Automatic Block: DNR	**SAN LUIS OBISPO** 5.8	118.6	s 2.35AM	s 2.30PM	s 3.05PM	s 12.35AM	8.45AM	2.15PM
D	EDNA 1.0	112.8	2.21	2.16	f 2.54	f 12.22	8.30	1.55
	HADLEY 0.2	111.8						
	P. C. R. R. Crossing 0.9	111.6						
	TIBER 2.8	110.7						
	PISMO 1.4	107.9	2.13	2.06	f 2.47	f 12.14		
	GROVER 1.7	106.5	2.10	2.03	2.43	12.11	8.12	1.30
D	OCEANO 4.0	104.8	2.07	2.00	s 2.40	f 12.08	8.05	1.15
	CALLENDER 2.5	100.8	1.59	1.54	2.32	f 12.01AM	7.46	12.55
	BROMELA 4.1	98.3	1.54	1.51	2.27	f 11.55PM	7.36	12.40
DN	GUADALUPE 4.2	94.2	1.47	1.45	s 2.19	s 11.49	7.24	12.25
	WALDORF 4.1	90.0	1.41	1.39	f 2.11	f 11.39	6.50	12.10PM
	SCHUMAN 0.9	85.9	1.35	1.33	2.04	11.33	6.40	11.55AM
	DEVON 1.8	85.0						
D	CASMALIA 2.5	83.2	1.30	1.29	s 1.57	f 11.27	6.25	11.45
	ANTONIO 3.2	80.7	1.26	1.26	1.53	11.22	6.16	11.35
	NARLON 4.0	77.5	1.21	1.21	1.48	f 11.16	6.08	11.25
	TANGAIR 4.1	73.5	1.15	1.15	f 1.42	11.09	5.55	11.10
	AJAX 1.4	69.4						
DN	**LOMPOC JCT.**	68.0	1.05AM	1.05PM	1.31PM	10.59PM	5.38AM	10.50AM
	(50.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	Time over District................		(1.30)	(1.25)	(1.34)	(1.36)	(3.07)	(3.25)
	Average speed per hour...........		33.73	35.71	32.30	31.62	16.23	14.81

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOP.

No. 17 stops at any station to discharge passengers from Los Angeles and east.
No. 21 stop on signal at Callender Wednesday, Friday and Saturday.

Time Table No. 104

October 1, 1916

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS				Distance from San Francisco				
	244	316	22	78	10	76					
	Sunset Manifest	Way Freight	Coaster	Shore Line Limited	Seashore Express	The Lark					
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS	
	12.05AM			8.00AM	7.40PM	8.00PM	0.0			SAN FRANCISCO	
93 YWF	10.59PM	10.10AM	4.41PM	4.32PM	6.55AM	4.24AM	302.7	Automatic Block	DN	LOMPOC JCT. 5.2	
50	11.19	10.25	f 4.52	4.42	f 7.10	4.34	307.9			HONDA 2.6	
			f		f		310.5			ARLIGHT (Spur) 2.0	
50	11.35	10.40	5.03	4.50	7.22	4.42	312.5			ARGUELLO 4.8	
50	11.52PM	11.00	f 5.11	4.57	f 7.32	4.49	317.3			SUDDEN 3.5	
50 W	12.06AM	11.13	5.17	5.02	f 7.39	4.54	320.8			JALAMA 4.5	
44	12.28	11.25	f 5.26	5.09	f 7.50	5.01	325.3		D	CONCEPCION 3.3	
							328.6			ANACAPA (Spur) 1.2	
51	12.54	11.40AM	5.34	5.16	8.02	5.08	329.8			GATO 1.2	
19			f		f		331.0			SAN AUGUSTINE 3.2	
16			f		f		334.2			DRAKE 0.6	
65	1.20	12.05PM 12.35	5.42	5.26	8.12	5.18	334.8			SACATE 4.6	
47 W	1.45	1.20	s 5.51	5.34	s 8.22	5.26	339.4		DN	GAVIOTA 3.2	
50	2.00	1.37	5.56	5.39	8.27	5.31	342.6			LENTO 3.1	
53	2.22	2.00	f 6.01	5.44	f 8.32	5.36	345.7			TAJIGUAS 2.9	
			f		f		348.6			ORELLA (Spur) 1.3	
51	2.55	2.20	6.09	5.52	8.42	5.44	349.9			CAPITAN 3.2	
							353.1			VERAS (Spur) 1.9	
44 W	3.30	2.45	f 6.20	6.00	f 8.53	5.52	355.0		D	NAPLES 2.1	
							357.1			VILO (Spur) 1.8	
54	3.50	3.15	f 6.27	6.07	f 9.01	5.59	358.9			ELLWOOD 1.3	
28		3.25			f		360.2			COROMAR 1.5	
26		3.35					361.7			LA PATERA 1.1	
50	4.10	3.45	f 6.35	6.13	f 9.12	6.04	362.8		D	GOLETA 3.7	
46	4.40	4.15	6.40	6.18	9.20	6.10	366.5			HOPE RANCH 2.0	
							368.5			WEST STA. BARBARA 2.2	D. Track
TWFO	5.30AM	5.00PM	s 6.55PM	s 6.30PM	s 9.35AM	s 6.25AM	370.7		DNRP	SANTA BARBARA	
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(68.0)	
	(6.31) 10.43	(6.50) 9.95	(2.14) 30.45	(1.58) 34.58	(2.40) 25.50	(2.01) 33.72				..........Time over District ....Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 10 stops on signal at any station to receive passengers for Los Angeles and east.

TOWARD SAN FRANCISCO—San Luis Obispo and Santa Barbara Sub-Division.

Time Table No. 104

October 1, 1916

		FIRST CLASS				THIRD CLASS	
		77	21	17	75	243	315
	Distance from Santa Barbara	Shore Line Limited	Coaster	Seashore Express	The Lark	Sunset Manifest	Way Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
SAN FRANCISCO	370.7	9.50PM	10.55PM	10.10AM	9.45AM	3.30AM	
DN LOMPOC JCT.	68.0	1.05PM	s 1.31PM	s 10.59PM	1.05AM	5.38AM	10.50AM
5.2							
HONDA	62.8	12.53	f 1.17	f 10.44	12.55	5.18	10.25
2.6							
ARLIGHT	60.2		f	f			
2.0							
ARGUELLO	58.2	12.46	1.10	10.37	12.48	5.03	10.05
4.8							
SUDDEN	53.4	12.39	f 1.03	f 10.28	12.41	4.49	9.45
3.5							
JALAMA	49.9	12.34	12.57	f 10.22	12.36	4.20	9.30
4.5							
D CONCEPCION	45.4	12.27	f 12.50	f 10.15	12.28	4.05	9.00
3.3							
ANACAPA	42.1						
1.2							
GATO	40.9	12.20	12.43	10.08	12.22	3.50	8.40
1.2							
SAN AUGUSTINE	39.7		f	f		3.46	8.30
3.2							
DRAKE	36.5		f	f			
0.6							
SACATE	35.9	12.13	12.35	10.00	12.15	3.36	8.12
4.6							
DN GAVIOTA	31.3	12.06	s 12.28	s 9.52	12.08	3.12	7.40
3.2							
LENTO	28.1	12.01PM	12.22	9.46	12.03AM	2.35	7.22
3.1							
TAJIGUAS	25.0	11.56AM	f 12.17	f 9.42	11.59PM	2.22	7.10
2.9							
ORELLA	22.1		f	f			
1.3							
CAPITAN	20.8	11.49	12.09	9.35	11.53	2.10	6.55
3.2							
VERAS	17.6						
1.9							
D NAPLES	15.7	11.42	f 12.02PM	s 9.28	11.45	1.55	6.40
2.1							
VILO	13.6						
1.8							
ELLWOOD	11.8	11.36	f 11.56AM	f 9.19	11.39	1.42	6.27
1.3							
COROMAR	10.5			f			6.22
1.5							
LA PATERA	9.0						6.18
1.1							
D GOLETA	7.9	11.30	f 11.50	s 9.10	s 11.34	1.30	6.04
3.7							
HOPE RANCH	4.2	11.24	11.44	9.04	11.29	1.18	5.47
2.0							
WEST STA. BARBARA	2.2	11.20	11.40	9.00	11.25	1.12	5.37
2.2							
DNRP **SANTA BARBARA**	0.0	11.15AM	11.35AM	8.55PM	11.20PM	1.05AM	5.30AM
(68.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
Time over District		(1.50)	(1.56)	(2.04)	(1.45)	(4.33)	(5.20)
Average speed per hour		37.09	35.17	32.90	38.85	14.94	12.75

Automatic Block

D. Track

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOP.

No. 17 stop at any station to discharge passengers from Los Angeles and east.

Eastward. FROM SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS	FIRST CLASS						Distance from San Francisco	Time Table No. 104 October 1, 1916	Distance from Pacific Grove	FIRST CLASS						THIRD CLASS
	312	148	146	28	84	144	140				141	27	143	87	147	149	311
	Way Freight	Pacific Grove Passenger	Pacific Grove Passenger	Del Monte Express	Scenic Local	Pacific Grove Passenger	Pacific Grove Passenger				Del Monte Junction Passenger	Del Monte Express	Del Monte Junction Passenger	Scenic Local	Del Monte Junction Passenger	Del Monte Junction Passenger	Way Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
		4.00PM		2.00PM	8.05AM	8.00AM		0.0	**SAN FRANCISCO**	128.3	9.45AM	12.30PM	4.00PM	9.30PM	9.50PM	10.55PM	
53 55 YW	7.55AM	7.40PM	6.50PM	5.11PM	1.10PM	11.28AM	**6.40AM**	110.4	DNRP **DEL MONTE JCT.** 2.0	17.9	s **6.30AM**	s 8.55AM	s 10.50AM	s 4.05PM	s 6.35PM	s 7.25PM	2.25PM
19	8.05	f 7.45	f 6.55	5.15	f 1.15	f 11.33	f 6.45	112.4	NASHUA P. V. R. R. Crossing 1.5	15.9	f 6.25	8.50	f 10.44	f 3.57	f 6.25	f 7.17	2.15
17	8.10	f 7.50	f 7.00	5.18	f 1.20	f 11.38	f 6.50	113.9	NEPONSET 0.9	14.4	f 6.20	8.47	f 10.39	f 3.52	f 6.20	f 7.12	2.05
		f	f		f	f	f	114.8	LAPIS (Spur) 0.6	13.5	f		f	f	f	f	
8	8.15	f 7.55	f **7.07**	5.22	f 1.25	f 11.43	f 6.55	115.4	BARDIN 1.9	12.9	f 6.16	8.43	f 10.34	f 3.47	f 6.16	f **7.07**	1.55
10		f	f		f	f	f	117.3	MARINA 2.4	11.0	f		f	f	f	f	
18	**8.36**	f 8.02	f 7.14	5.30	f **1.32**	f 11.50	f 7.02	119.7	GIGLING 0.8	8.6	f 6.09	**8.36**	f 10.27	f 3.40	f 6.09	f 7.00	**1.32**
20		f	f			f	f	120.5	WORKFIELD 2.8	7.8	f		f		f	f	
10	9.00	f 8.09	f 7.20	5.36	f 1.39	f 11.57AM	f 7.12	123.3	SEASIDE 1.0	5.0	f 6.03	8.29	f 10.19	f 3.34	f 6.01	f 6.54	1.00
								124.3	RETREAT (Spur) 0.6	4.0							
60	9.15	s 8.13	s 7.24	s 5.45	s 1.43	s 12.02PM	s 7.15	124.9	DEL MONTE 0.8	3.4	s 5.59	s 8.25	s 10.15	s 3.30	s 5.57	s 6.50	12.55
56	**10.10**	s 8.17	s 7.29	s **5.53**	s 1.46	s 12.06	s 7.20	125.7	MONTEREY 0.3	2.6	s 5.55	s 8.15	s **10.10**	s 3.25	s **5.53**	s 6.45	12.50
							s	126.0	SARD 0.4	2.3		s		s			
12								126.4	ORD 0.5	1.9							
15								126.9	HOFFMAN AVE. 1.4	1.4							
28 TWF	10.35AM	s 8.25PM	s 7.40PM	s 6.05PM	s 2.00PM	s 12.13PM	s 7.30AM	128.3	DRP **PACIFIC GROVE** 1.6	0.0	5.45AM	7.55AM	10.00AM	3.05PM	5.45PM	6.35PM	12.30PM
								129.9	ASILOMAR 0.1	1.6							
10								130.0	**LAKE MAJELLA**	1.7							
	Arrive Daily EX. SUNDA	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(17.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(2.40) 6.71	(0.45) 23.86	(0.50) 21.48	(0.54) 19.81	(0.50) 21.48	(0.45) 23.86	(0.50) 21.48		....................Time over District ....Average speed per hour		(0.45) 23.86	(1.00) 17.90	(0.50) 21.48	(1.00) 17.90	(0.50) 21.48	(0.50) 21.48	(1.55) 9.30

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 312 is superior to No. 311.

Eastward. FROM S. F., TOWARD S. F. Westward. Watsonville Jct. and San Luis Obispo Sub-Div.

Capacity of sidings in car lengths, and location of Scales, Fuel, Water, Turning Stations and Interlockers.		Distance from San Francisco	Time Table No. 104 October 1, 1916 STATIONS	Distance from Spreckels
		0.0	**SAN FRANCISCO**	122.8
75	Y	120.3	P**SPRECKELS JC** 2.5	2.5
		122.8	**SPRECKELS**	0.0
			(2.5)	

Service on Spreckels Branch performed by extra trains only.

Westward trains are superior to trains of the same class in the opposite direction.

Eastward. FROM S. F.—San Luis Obispo and Santa Barbara Sub-Division—TOWARD S. F. Westward.

Capacity of sidings in car lengths, and location of Scales, Fuel, Water, Turning Stations and Interlockers.	FIRST CLASS			Distance from San Francisco	Time Table No. 104 October 1, 1916	Distance from Lompoc	FIRST CLASS		
	176	174	172				171	173	175
	Lompoc Passenger	Lompoc Mixed	Lompoc Mixed				Lompoc Jct. Mixed	Lompoc Jct. Passenger	Lompoc Jct. Mixed
	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
			7.40PM	0.0	**SAN FRANCISCO**	312.4		10.55PM	
93 YWF	4.45PM	1.35PM	7.05AM	302.7	DNRP **LOMPOC JCT.** 1.1	9.7	s 6.45AM	s 12.55PM	s 4.25PM
32	f	f	f	303.8	BARODA 3.8	8.6	f	f	f
26	f	f	f	307.6	POST 0.5	4.8	f	f	f
	f	f	f	308.1	GARUS (Spur) 0.2	4.3	f	f	f
	f	f	f	308.3	LA SALLE (Spur) 4.1	4.1	f	f	f
Term. T	s 5.15PM	s 2.05PM	s 7.35AM	312.4	DRP **LOMPOC**	0.0	6.05AM	12.25PM	3.45PM
	Arrive Daily	Arrive Daily	Arrive Daily		(9.7)		Leave Daily	Leave Daily	Leave Daily
	(0.30) 19.40	(0.30) 19.40	(0.30) 19.40		............Time over District............ ....Average speed per hour..........		(0.40) 14.55	(0.30) 19.40	(0.40) 14.55

ADDITIONAL STOPS.

No. 172 stop to receive milk ¾ mile west of Post.
All trains stop on signal at Baroda pumping station 1.4 miles west of Post.

Eastward. FROM S. F. TOWARD S. F. Westward.

S. F. and Watsonville Jct. Sub-Div.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	SECOND CLASS	Distance from San Francisco		Time Table No. 104	Distance from New Almaden	
	202			October 1, 1916		
	New Almaden Mixed					
	Leave MON. ONLY			STATIONS		
		0.0		**SAN FRANCISCO**	64.1	
34 W	10.16AM	50.7	DR	**CAMPBELL** 0.1	13.4	
		50.8 54.5		JC. ALMADEN BR. 1.5	13.3 9.6	
	f 10.23	56.0		L. G. & S. J. ROAD 0.7	8.1	
	f 10.27	56.7		UNION AVE. (Spur) 2.4	7.4	
9	f 10.37	59.1		LE FRANC 0.8	5.0	
	f 10.41	59.9		THONA 2.8	4.2	
8	f 10.53	62.7		ALMADEN CROSS'G 1.4	1.4	
Term.	s 11.00AM	64.1	R	**NEW ALMADEN**	0.0	
	Arrive MON. ONLY			(9.7)		
	(0.44)			..........Time over District...........		
	13.23			........Average speed per hour........		

Eastward. FROM S. F.—TOWARD S. F. Westward.

San Francisco and Watsonville Jct. Sub-Div.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco		Time Table No. 104	Distance from New Almaden	FIRST CLASS	
			October 1, 1916		201	
					New Almaden Mixed	
			STATIONS		Arrive MON. ONLY	
	0.0		**SAN FRANCISCO**	63.0		
50	55.5	RP	**LICK** 3.4	7.5	s 11.50AM	
12	58.9		ALAMITOS 0.9	4.1	f 11.30	
17 W	59.8		SEALS 1.5	3.2	f 11.25	
8	61.3		GREYSTONE 1.7	1.7	s 11.18	
Term.	63.0	R	**NEW ALMADEN**	0.0	11.10AM	
			(7.5)		Leave MON. ONLY	
			............Time over District...........		(0.40)	
			...........Average speed per hour..........		11.25	

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.			FIRST CLASS			Distance from San Francisco		Time Table No. 104		Distance from San Bruno	FIRST CLASS					
			96	94	92			October 1, 1916			91	35	93	95		
			San Bruno Motor	San Bruno Motor	San Bruno Motor						San Francisco Motor	San Francisco Passenger	San Francisco Motor	San Francisco Motor		
			Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY			STATIONS			Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY		
			5.30PM	12.35PM	5.05AM	0.0	DNR	**SAN FRANCISCO** 0.9		13.6	6.35AM	7.30AM	2.25PM	7.00PM		
I						0.9		W. P. Ry. Crossing 0.3		12.7						
						1.2		O. S. Ry. Crossing 0.4		12.4						
			5.37	12.42	5.12	1.6		EIGHTEENTH STREET 1.1		12.0	6.27	7.22	2.18	6.52		
			s 5.42	s 12.47	s 5.15	2.7		VALENCIA STREET 1.3		10.9	s 6.23	s 7.18	s 2.14	s 6.48		
17			f 5.48	f 12.51	f 5.19	4.0		BERNAL 1.0		9.6	f 6.19	f 7.14	f 2.09	f 6.44		
						5.0		CRESCENT (Spur) 0.2		8.6						
48			f 5.51	f 12.54	f 5.22	5.2		ELKTON 0.6		8.4	f 6.16	f 7.11	f 2.06	f 6.41		
						5.8		RUP (Spur) 0.5		7.8						
			s 5.55	s 12.58	s 5.25	6.3	P	OCEAN VIEW (Spur) 1.1	Double Track	7.3	s 6.13	s 7.08	s 2.03	s 6.38		
46			f 5.57	f 1.01	f 5.28	7.4		DALY CITY 0.7		6.2	f 6.10	f 7.04	f 1.59	f 6.34		
50			f 5.59	f 1.03	f 5.30	8.1		UNION PARK 0.4		5.5	f 6.08	f 7.02	f 1.56	f 6.32		
			s 6.00	s 1.05	s 5.31	8.5	P	COLMA (Spur) 0.6		5.1	s 6.07	s 7.01	s 1.55	s 6.31		
			f	f	f	9.1		GREENLAWN (Spur) 0.5		4.5	f	f	f	f		
						9.6		HANNA (Spur) 0.1		4.0						
			f	f	f	9.7		EMANUEL (Spur) 0.4		3.9	f	f	f	f		
						10.1		CARROL (Spur) 0.2		3.5						
12			f 6.05	s 1.14	f 5.40	10.3		HOLY CROSS 1.1		3.3	f 6.00	f 6.54	f 1.46	f 6.24		
W			f 6.08	f 1.17	f 5.43	11.4		**BADEN** (Spur) 1.6		2.2	f 5.57	f 6.51	f 1.43	f 6.21		
Y			f 6.12	f 1.20	f 5.47	13.0		**TANFORAN** 0.6		0.6	5.53	6.47	1.39	6.17		
			s 6.14PM	s 1.22PM	s 5.50AM	13.6	RP	**SAN BRUNO** (Spur)		0.0	5.51AM	6.45AM	1.37PM	6.15PM		
			Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY			(13.6)			Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY		
			(0.44)	(0.47)	(0.45)			..................Time over District..................			(0.44)	(0.45)	(0.48)	(0.45)		
			18.54	17.36	18.13			..................Average speed per hour..................			18.54	18.13	16.70	18.13		

Eastward. FROM S. F. S. F. and Watsonville Jct. Sub-Div. Westward. TOWARD S. F.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.		Distance from San Francisco		Time Table No. 104	Distance from So. San Francisco		
				October 1, 1916			
				STATIONS			
		0.0	DNR	**SAN FRANCISCO**	13.0		
W		11.4		**BADEN** (Spur) 1.6	1.6		
Yard		13.0	D	SO. SAN FRANCISCO	0.0		
				(1.6)			

Service performed by extra trains only.

Eastward. FROM S. F. S. F. and Watsonville Jct. Sub-Div. Westward. TOWARD S. F.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.		Distance from San Francisco	Time Table No. 104	Distance from Loma Prieta		
			October 1, 1916			
			STATIONS			
		0.0	**SAN FRANCISCO**	90.4		
11 WY		87.0	**APTOS** 3.0	3.4		
		90.0	MOLINO (Spur) 0.4	0.4		
		90.4	**LOMA PRIETA**	0.0		
			(3.4)			

Service on Loma Prieta Branch performed by extra trains only.

ADDITIONAL STOPS—Nos. 35, 91, 92, 93, 94, 95 and 96 stop on signal at Woodlawn, Eternal Home, Mt. Olivet, Sholim and Cypress Lawn.

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 92 is superior to No. 91. No. 96 is superior to No. 95. No. 94 is superior to No. 93.

Eastward.

FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS	FIRST CLASS						Distance from San Francisco	Time Table No. 104 October 1, 1916
	352	126	70	120	502	84	118		
	Way Freight	Santa Cruz Passenger	Watsonville Junction Limited	Santa Cruz Passenger	Santa Cruz Passenger (Via Oakland)	Scenic Local	Watsonville Junction Passenger		
	Leave TUESDAY THURSDAY & SATURDAY	Leave SUN. ONLY	Leave Daily EX. SUN.	Leave Daily Ex.SATURDAY & SUNDAY	Leave Daily	Leave Daily	Leave Daily		STATIONS
			4.10PM		8.00AM	8.05AM		0.0	SAN FRANCISCO
31 WY			4.56PM			9.15AM		31.8	DR MAYFIELD
								34.0	2.2 ALTA MESA
54			s5.03			f 9.23		35.7	1.7 P LOS ALTOS
								37.5	1.8 SPRINGER ROAD
								38.2	0.7 LOYOLA
	From College Park							39.7	1.5 SIMLA (Spur)
54			f		Via West San Jose	f 9.31		41.0	1.3 MONTA VISTA
			f					43.8	2.8 AZULE (Spur)
41						f 9.40		45.2	1.4 CONGRESS JUNC.
			f			f		46.1	0.9 SAN TOMAS
			f			f		46.9	0.8 POLLARD ROAD
50			f			f 9.45		47.8	0.9 QUITO
	6.01AM		s5.20		10.35AM	s 9.47		48.1 51.8	0.3 RP VASONA JCT.
68 W	7.10		s5.28		s 10.44	s 9.56		54.3	2.5 DP LOS GATOS
			f		f	f		56.1	1.8 LYNDON
32	7.30		f5.37		s 10.55	s 10.06		57.0	0.9 D ALMA
			f		f	f		58.5	1.5 ALDERCROFT
22	8.08		f5.45		f 11.04	f 10.15		60.0	1.5 EVA
			f		f	f		60.3	0.3 CALL OF THE WILD
16 W	9.01		s5.52		s 11.12	s 10.21		61.3	1.0 D WRIGHT
8			f		s	s		63.4	2.1 LAUREL
23	9.30		f6.03		s 11.24	s 10.33		64.8	1.4 D GLENWOOD
			f		f	f		65.8	1.0 CLEMS
			f					66.2	0.4 VIRGINIA (Spur)
15 W	9.45		f6.10		f 11.31	f 10.38		66.6	0.4 TANK SIDING
			f		f	f		67.4	0.8 ZAYANTE (Spur)
11	10.00		f6.17		f 11.38	f 10.44		68.6	1.2 MEEHAN
57	10.10		f6.22		s 11.43	s 10.49		70.4	1.8 OLYMPIA
			f6.26		f 11.49AM	f 10.53		72.1	1.7 MT. HERMON
36 TW	10.25AM 2.10PM	6.30PM	s 6.30	2.00PM	s 12.01PM	s 10.57	7.30AM	72.4	0.3 DRP FELTON
5	2.15	s 6.33	f	s 2.03	s 12.04	s 11.00	s 7.33	73.3	0.9 BIG TREES
11	2.25	f 6.40	f 6.40	f 2.10	f 12.10	11.06	f 7.40	75.4	2.1 RINCON
		f	f	f	f	f	f	76.9	1.5 GOLF LINKS
		f	f					78.1	1.2 EBLIS (Spur)
				s			s	78.4	0.3 PARK STREET
Term. Yd. TWFY	2.45PM	s 6.55PM	s 6.55PM	s 2.25PM	s 12.25PM	s 11.20AM	s 7.55AM	79.2	0.8 DRP SANTA CRUZ
	Arrive TUESDAY THURSDAY & SATURDAY	Arrive SUN. ONLY	Arrive Daily EX. SUN.	Arrive Daily Ex.SATURDAY & SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily		(43.7)
	(4.59)	(0.25)	(1.59)	(0.25)	(1.50)	(2.05)	(0.25)		............Time over District.
	5.50	16.32	22.03	16.32	14.94	20.97	16.32		............Average speed per hour.

Automatic Block

Westward trains are superior to trains of the same class in the opposite direction.

Westward trains take siding at Santa Cruz.

Westward First Class trains take siding when meeting Eastward First Class trains at Felton.

ADDITIONAL STOPS.
No. 84 stop on signal at Aldercroft Saturday and Sunday.
Nos. 84 and 502 stop on signal at Eccles.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Time Table No. 104

October 1, 1916

			FIRST CLASS						THIRD CLASS
	STATIONS	Distance from Santa Cruz	69 San Francisco Limited Arrive Daily EX. SUNDAY	119 Boulder Creek Passenger Arrive Daily	501 San Francisco Passenger (Via Oakland) Arrive Daily	121 Boulder Creek Passenger Arrive Daily Ex. SATURDAY & SUNDAY	87 Scenic Local Arrive Daily	129 Boulder Creek Passenger Arrive SUNDAY ONLY	351 Way Freight Ar. MON., WED. & FRIDAY
	SAN FRANCISCO	79.2	9.50AM		5.50PM		9.30PM		
DR	**MAYFIELD** 2.2	47.4	s 8.59AM						
	ALTA MESA 1.7	45.2							
P	LOS ALTOS 1.8	43.5	s 8.51						
	SPRINGER ROAD 0.7	41.7							
	LOYOLA 1.5	41.0							
	SIMLA 1.3	39.5			Via West San Jose		Via West San Jose		To College Park
	MONTA VISTA 2.8	38.2	f 8.43						
	AZULE 1.4	35.4							
	CONGRESS JUNCTION 0.9	34.0							
	SAN TOMAS 0.8	33.1	f						
	POLLARD ROAD 0.9	32.3	f						
	QUITO 0.3	31.4	f						
RP	**VASONA JUNCTION** 2.5	31.1 27.4	s 8.33		s 3.16PM		s 7.46PM		2.23PM
DP	LOS GATOS 1.8	24.9	s 8.27		s 3.10		s 7.40		2.15
	LYNDON 0.9	23.1			f		f		
D	ALMA 1.5	22.2	f 8.17		s 2.58		f 7.31		1.00
	ALDERCROFT 1.5	20.7			f				
	EVA 0.3	19.2	**8.08**		f 2.48		f 7.23		12.40
	CALL OF THE WILD 1.0	18.9	f		f		f		
D	WRIGHT 2.1	17.9	s 8.02		s 2.43		s 7.17		12.30PM
	LAUREL 1.4	15.8	f		s		f		
D	GLENWOOD 1.0	14.4	f 7.50		s 2.31		s 7.04		11.25AM 10.25
	CLEMS 0.4	13.4			f				
	VIRGINIA 0.4	13.0			f				
	TANK SIDING 0.8	12.6	7.44		f 2.22		f 6.54		10.11
	ZAYANTE 1.2	11.8			f		f		
	MEEHAN 1.8	10.6	7.37		f 2.16		f 6.46		10.01
	OLYMPIA 1.7	8.8	f		s 2.11		s 6.39		9.55
	MT. HERMON 0.3	7.1	f 7.27		f 2.02		f 6.32		
DRP	**FELTON** 0.9	6.8	s **7.25**	s **10.50AM**	s 2.00	s 4.45PM	s **6.30**	s 7.30PM	9.45 8.45
	BIG TREES 2.1	5.9	f	s 10.45	s 1.55	s 4.40	s 6.16	s 7.25	8.40
	RINCON 1.5	3.8	7.13	f 10.38	f 1.48	f 4.33	f 6.09	f 7.18	8.30
	GOLF LINKS 1.2	2.3		f		f		f	
	EBLIS 0.3	1.1		f		f		f	
	PARK STREET 0.8	0.8		f		f		f	
DRP	**SANTA CRUZ**	0.0	7.00AM	10.25AM	1.35PM	4.20PM	5.55PM	7.05PM	8.00AM
	(43.7)		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily Ex. SATURDAY & SUNDAY	Leave Daily	Leave SUNDAY ONLY	Lv. MON. WED. & FRIDAY
	Time over District		(1.59)	(0.25)	(1.41)	(0.25)	(1.51)	(0.25)	(6.23)
	Average speed per hour		22.03	16.32	16.27	16.32	14.80	16.32	6.84

Automatic Block

Westward trains take siding at Santa Cruz.

Westward First Class Trains take siding when meeting Eastward First Class Trains at Felton.

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 87 stop on signal at Aldercroft Saturday and Sunday.

Nos. 501 and 87 stop on signal at Eccles.

No. 69 stop on signal at Zayante Monday.

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS							Distance from San Francisco		Time Table No. 104 October 1, 1916
	358	356	128	70	124	84	122	118	116			
	Way Freight	Way Freight	Watsonville Junction Passenger	Watsonville Junction Limited	SanFrancisco Passenger	Scenic Local	Watsonville Jct. Passenger	Watsonville Jct. Passenger	Watsonville Junction Passenger			
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Lv. SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
				4.10PM		8.05AM				0.0		SAN FRANCISCO
Term. YTWF	4.10PM	12.40PM	7.00PM	7.00PM	3.35PM	11.30AM	9.30AM	8.15AM	6.00AM	79.2	DRP	SANTA CRUZ 0.5
										79.7		CASINO 0.7
			f 7.03	f 7.03	f 3.38	s 11.33	f 9.33	f 8.18	f 6.03	80.4		SEABRIGHT (Spur) 0.5
			f	f	f	f	f	f	f	80.9		TWIN LAKES (Spur) 1.1
			f	f	f	f	f	f	f	82.0		DEL MAR 1.2
		1.13								83.2		OPAL (Spur) 0.7
21	4.27	1.18	s 7.14	s 7.14	s 3.48	s 11.44	s 9.43	s 8.30	s 6.15	83.9	D	CAPITOLA 1.2
			f	f	f	f	f	f	f	85.1		NEW BRIGHTON 1.9
11 YW	4.37	1.30	s 7.24	s 7.24	s 3.55	s 11.55	s 9.53	s 8.38	s 6.23	87.0	D	APTOS 0.7
6					3.57	11.57AM				87.7		FARLEY 2.0
			f	f	f	f	f	f	f	89.7		LEONARD (Spur) 0.9
			f	f	f	f	f	f	f	90.6		MANRESA (Spur) 1.9
15	5.07	1.52	f 7.34	f 7.34	f 4.08	f 12.07PM	f 10.05	f 8.48	f 6.33	92.5		ELLICOTT 3.3
37	5.18	2.02	f 7.42	f 7.42	f 4.18	f 12.15	f 10.15	f 8.57	f 6.40	95.8		NUGA 2.0
Yard	5.25	2.09	s 7.47	s 7.47	s 4.23	s 12.20	s 10.20	s 9.02	s 6.45	97.8		P. V. R. R. Crossing WATSONVILLE 1.7
Yard YWF	5.35PM	2.15PM	s 7.55PM	s 7.55PM	s 4.30PM	f 12.25PM	s 10.25AM	s 9.10AM	s 6.50AM	99.5	DNRP	WATSONVILLE JCT.
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Ar. SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(20.3)
	(1.25) 14.33	(1.35) 12.80	(0.55) 22.14	(0.55) 22.14	(0.55) 22.14	(0.55) 22.14	(0.55) 22.14	(0.55) 22.14	(0.50) 24.36			........................Time over District ....Average speed per hour

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS	FIRST CLASS						Distance from San Francisco		Time Table No. 104 October 1, 1916
	354	522	520	518	516	514	512			
	Way Freight	Boulder Creek Passenger	Boulder Creek Passenger	Boulder Creek Passenger	Boulder Creek Passenger	Boulder Creek Passenger	Boulder Creek Passenger			
	Leave TUESDAY, THUR. & SAT.	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SAT. & SUNDAY	Leave SATURDAY & SUNDAY	Leave Daily	Leave Daily			STATIONS
			4.10PM			8.00AM	8.05AM	0.0		SAN FRANCISCO
38 TW	11.07AM	7.30PM	6.30PM	4.45PM	2.05PM	12.05PM	10.57AM	72.4	DRP	FELTON 0.3
								72.7		OLD FELTON (Spur) 0.7
		f	f	f	f	f	f	73.4		BONNY BRAE 0.9
		f	f	f	f	f	f	74.3		BRACKNEY 0.4
		f	f	f	f	f	f	74.7		GLEN ARBOR (Spur) 1.2
		f	f	f	f	f	f	75.9		NEWELL JUNC. (Spur) 0.4
11	11.45AM	s 7.45	s 6.45	s 5.00	s 2.20	s 12.18	s 11.10	76.3		BEN LOMOND 1.0
		f	f	f	f	f	f	77.3		PHILLIPSHURST 0.3
		f	f	f	f	f	f	77.6		SIESTA (Spur) 0.3
		f	f	f	f	f	f	77.9		FISH HATCHERY 0.4
	12.05PM	f 7.54	f 6.54	f 5.09	f 2.29	f 12.25	f 11.17	78.3		BROOKDALE (Spur) 0.5
		f	f	f	f	f	f	78.8		HARRIS 0.3
		f	f	f	f	f	f	79.1		FILBERT 0.6
Term. TW	12.15PM	s 8.00PM	s 7.00PM	s 5.15PM	s 2.35PM	s 12.30PM	s 11.22AM	79.7	DRP	BOULDER CREEK
	Arrive TUESDAY, THUR. & SAT.	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SAT. & SUNDAY	Arrive SATURDAY & SUNDAY	Arrive Daily	Arrive Daily			(7.3)
	(1.08) 6.44	(0.30) 14.60	(0.30) 14.60	(0.30) 14.60	(0.30) 14.60	(0.25) 17.52	(0.25) 17.52			............Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 116 is superior to No. 117. No. 512 is superior to No. 513. No. 354 is superior to No. 353.

Westward trains take siding at Santa Cruz.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

	Time Table No. 104 October 1, 1916 STATIONS	Distance from Watsonville Jct.	FIRST CLASS						THIRD CLASS	
			117 Santa Cruz Passenger	119 Boulder Creek Passenger	123 Santa Cruz Passenger	125 Santa Cruz Passenger	87 Scenic Local	127 Santa Cruz Passenger	355 Way Freight	357 Way Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
	SAN FRANCISCO	99.5				5.50PM	9.30PM			
DRP	SANTA CRUZ 0.5	20.3	s 7.50AM	s 10.18AM	s 11.30AM	s 1.25PM	s 5.45PM	s 8.55PM	6.30AM	11.20AM
	CASINO 0.7	19.8								
	SEABRIGHT 0.5	19.1	f 7.45	f 10.13	f 11.25	f 1.20	s 5.34	f 8.50		
	TWIN LAKES 1.1	18.6	f	f	f	f	f	f		
	DEL MAR 1.2	17.5	f	f	f	f	f	f		
	OPAL 0.7	16.3				1.13				
D	CAPITOLA 1.2	15.6	s 7.35	s 10.04	s 11.15	s 1.09	s 5.25	s 8.40	6.15	11.00
	NEW BRIGHTON 1.9	14.4	f	f	f	f	f	f		
D	APTOS 0.7	12.5	s 7.27	s 9.53	s 11.07	s 1.01	s 5.17	s 8.32	5.55	10.50
	FARLEY 2.0	11.8	7.25		11.05	12.58	5.15	8.30		
	LEONARD 0.9	9.8	f	f	f	f	f	f		
	MANRESA 1.9	8.9	f	f	f	f	f	f		
	ELLICOTT 3.3	7.0	f 7.17	f 9.42	f 10.57	f 12.49	f 5.07	f 8.22	5.43	10.30
	NUGA 2.0	3.7	f 7.10	f 9.35	f 10.50	f 12.42	f 5.00	f 8.15	5.28	10.15
	P. V. R. R. Crossing WATSONVILLE 1.7	1.7	s 7.05	s 9.30	s 10.45	s 12.37	s 4.55	s 8.10	5.21	9.51
DNRP	WATSONVILLE JCT.	0.0	7.00AM	9.25AM	10.40AM	12.30PM	4.50PM	8.05PM	5.15AM	9.45AM
	(20.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
	Time over District Average speed per hour		(0.50) 24.36	(0.53) 22.98	(0.50) 24.36	(0.55) 22.14	(0.55) 22.14	(0.50) 24.36	(1.15) 16.24	(1.35) 12.80

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

	Time Table No. 104 October 1, 1916 STATIONS	Distance from Boulder Creek	FIRST CLASS				THIRD CLASS
			511 Watsonville Jct. Passenger	513 Felton Passenger	515 Felton Passenger	517 Felton Passenger	353 Way Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive TUESDAY, THURS. & SAT.
	SAN FRANCISCO	79.7	9.50AM		5.50PM	9.30PM	
DRP	FELTON 0.3	7.3	s 7.25AM	s 11.58AM	s 1.55PM	s 6.20PM	1.40PM
	OLD FELTON (Spur) 0.7	7.0					
	BONNY BRAE 0.9	6.3	f	f	f	f	
	BRACKNEY 0.4	5.4	f	f	f	f	
	GLEN ARBOR 1.2	5.0	f	f	f	f	
	NEWELL JUNC. 0.4	3.8	f	f	f	f	
	BEN LOMOND 1.0	3.4	s 7.09	s 11.45	s 1.42	s 6.04	1.17
	PHILLIPSHURST 0.3	2.4	f	f	f	f	
	SIESTA 0.3	2.1	f	f	f	f	
	FISH HATCHERY 0.4	1.8	f	f	f	f	
	BROOKDALE 0.5	1.4	f 7.00	f 11.38	f 1.35	f 5.55	12.57
	HARRIS 0.3	0.9	f	f	f	f	
	FILBERT 0.6	0.6	f	f	f	f	
DRP	BOULDER CREEK	0.0	6.55AM	11.33AM	1.30PM	5.50PM	12.50PM
	(7.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave TUESDAY, THURS. & SAT.
	Time over District Average speed per hour		(0.30) 14.60	(0.25) 17.52	(0.25) 17.52	(0.30) 14.60	(0.50) 8.76

Westward trains are superior to trains of the same class in the opposite direction.

Exceptions:
- No. 116 is superior to No. 117.
- No. 512 is superior to No. 513.
- No. 354 is superior to No. 353.

Westward trains take siding at Santa Cruz.

Eastward.

FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		SECOND CLASS	FIRST CLASS					Distance from San Francisco		Time Table No. 104 October 1, 1916
	802	352	202	18	506	510	502	508			
	Way Freight	Way Freight	New Almaden Mixed	Seashore Express	San Jose Passenger (Via Oakland)	Milk Train	Santa Cruz Passenger (Via Oakland)	Milk Train			
	Leave Daily EX. SUNDAY	Leave TUES. THURS. & SATURDAY	Leave MONDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
				7.40PM	5.00PM		8.00AM		0.0		**SAN FRANCISCO**
Yard	2.05PM			9.52PM	7.05PM	3.30PM	10.10AM	5.43AM	44.3	D	SANTA CLARA 1.4
I	2.10PM	5.30AM	10.00AM	s 9.55PM	s 7.10PM	s 3.40PM	s 10.15	s 5.50AM	45.7	R	**COLLEGE PARK** 1.1
Yard TWFO		5.35	s 10.05				s 10.20		46.8	DP	WEST SAN JOSE 2.1
		5.40	f 10.10				f		48.9		FOYLE (Spur) 0.8
			f				f		49.7		MOULTON (Spur) 1.0
34 W		5.55	s 10.16AM				s 10.28		50.7	DR	**CAMPBELL** 2.2
									52.9		VASONA (Spur) 0.4
		6.01AM					s 10.35AM		53.3 51.8	RP	**VASONA JUNCTION**
	Arrive Daily EX. SUNDAY	Arrive TUES. THURS. & SATURDAY	Arrive MONDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(9.0)
	(0.05) 16.80	(0.31) 14.71	(0.16) 18.75	(0.03) 28.00	(0.05) 16.80	(0.10) 8.40	(0.25) 21.60	(0.07) 12.00			..............Time over District ....Average speed per hour

Western Division trains will be governed by Western Division time table between Santa Clara and College Park.

Eastward.

FROM S. F.—San Francisco and Watsonville Jct. Sub-Division—TOWARD S. F.

Westward.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS	FIRST CLASS			Distance from San Francisco		Time Table No. 104 October 1, 1916	Distance from Tres Pinos	FIRST CLASS			THIRD CLASS
	416	208	206	204					203	205	207	413
	Way Freight	Tres Pinos Passenger	Tres Pinos Passenger	Tres Pinos Passenger					Gilroy Passenger	Gilroy Passenger	Gilroy Passenger	Way Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
		4.00PM		6.30AM	00.0		**SAN FRANCISCO**	101.1	10.10AM	4.00PM	8.10PM	
	7.12AM	6.30PM	1.30PM	9.42AM	83.2	RP	**CARNADERO** 0.7	17.9	s 6.17AM	s 11.35AM	s 4.55PM	12.05PM
22		f	f	f	83.9		**PLANTEL** 1.1	17.2	f	f	f	
		f	f	f	85.0		SAWYER 0.9	16.1	f	f	f	
				f	85.9		**FEP** (Spur) 4.4	15.2	f	f		
11	7.32	f 6.42	f 1.42	f 9.54	90.3		**HUDNER** 3.4	10.8	f 6.03	f 11.20	f 4.33	11.45AM
					93.7		DURI (Spur) 1.2	7.4				
28T W	8.30	s 6.55	s 1.55	s 10.07	94.9	DR	**HOLLISTER** 3.8	6.2	s 5.54	s 11.10	s 4.23	11.10 10.45
		f	f	f	98.7		AGATE 2.4	2.4	f	f	f	
Term. T	8.50AM	s 7.10PM	s 2.15PM	s 10.25AM	101.1	DR	**TRES PINOS**	0.0	5.40AM	10.55AM	4.00PM	10.25AM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily			(17.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(1.38) 10.00	(0.40) 26.85	(0.45) 23.86	(0.43) 24.81			..............Time over District.............. ....Average speed per hour..............		(0.37) 29.03	(0.40) 26.85	(0.55) 19.53	(1.40) 10.70

Westward trains are superior to trains of same class in opposite direction. Exception No. 204 is superior to No. 205.
No. 416 is superior to No. 413.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

	Time Table No. 104 October 1, 1916 STATIONS	Distance from Vasona Junction	FIRST CLASS 17 Seashore Express Arrive Daily	 187 Niles Passenger Arrive Daily	 501 San Francisco Passenger (Via Oakland) Arrive Daily	 557 San Francisco Passenger (Via Oakland) Arrive Daily	 87 Scenic Local Arrive Daily	THIRD CLASS 801 Way Freight Arrive Daily EX. SUN.	 351 Way Freight Arrive MON., WED., & FRI.
	SAN FRANCISCO	53.3	10.10AM		5.50PM	10.00PM	9.30PM		
D	SANTA CLARA	9.0	8.05AM	s 8.58AM	s 3.45PM	s 8.06PM		4.45PM	
	1.4								
R	**COLLEGE PARK**	7.6	8.00AM	8.55AM	s **3.40**	8.00PM	s 8.03PM	4.35PM	4.00PM
	1.1								
DP	WEST SAN JOSE	6.5			s 3.35		s 8.00		3.50
	2.1								
	FOYLE	4.4			f				
	0.8								
	MOULTON	3.6			f				
	1.0								
DR	**CAMPBELL**	2.6			s 3.21		s 7.51		3.21
	2.2								
	VASONA	0.4							
	0.4								
RP	**VASONA JUNCTION**	0.0			3.16PM		7.46PM		2.23PM
	(9.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUN.	Leave MON., WED., & FRI.
	Time over District Average speed per hour		(0.05) 16.80	(0.03) 28.00	(0.34) 15.88	(0.06) 14.00	(0.17) 26.82	(0.10) 8.40	(1.37) 4.70

Western Division trains will be governed by Western Division time table between College Park and Santa Clara.

Eastward.

FROM S. F.—San Francisco and Watsonville Jct. Sub-Division—TOWARD S. F.

Westward.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	FIRST CLASS 408 Davenport Mixed Leave Daily	 406 Davenport Mixed Leave Daily EX. SUNDAY	 404 Davenport Mixed Leave Daily EX. SUNDAY	 402 Davenport Passenger Leave Daily	Distance from San Francisco		Time Table No. 104 October 1, 1916 STATIONS	Distance from Davenport	FIRST CLASS 401 Santa Cruz Passenger Arrive Daily	 403 Santa Cruz Mixed Arrive Daily EX. SUNDAY	 405 Santa Cruz Mixed Arrive Daily EX. SUNDAY	 407 Santa Cruz Mixed Arrive Daily
					0.0		**SAN FRANCISCO**	90.7				
Term. FWTY	4.40PM	12.45PM	8.00AM	6.00AM	79.2	DRP	**SANTA CRUZ**	11.5	s 7.15AM	s 11.45AM	s 4.00PM	s 6.10PM
							1.9					
48	f 4.45	12.50	8.05	f 6.05	81.1		ORBY	9.6	f 7.08	11.37	3.53	f 6.03
							2.3					
					83.4		WILDER SPUR	7.3				
							2.5					
37	f 4.57	1.02	f 8.17	f 6.17	85.9		GODOLA	4.8	f 6.56	11.26	f 3.41	f 5.51
							4.8					
Term. WY	s 5.10PM	s 1.15PM	s 8.30AM	s 6.30AM	90.7	RP	**DAVENPORT**	0.0	6.45AM	11.15AM	3.30PM	5.40PM
	Arrive Daily	Arrive Daily EX SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily			(11.5)		Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
	(0.30) 23.00	(0.30) 23.00	(0.30) 23.00	(0.30) 23.00			Time over District Average speed per hour		(0.30) 23.00	(0.30) 23.00	(0.30) 23.00	(0.30) 23.00

ADDITIONAL STOPS—Nos. 401, 402, 407 and 408 stop on signal at Younglove Avenue, Santa Cruz. Nos. 402 and 407 stop on signal at California Street, Santa Cruz. Nos. 404 and 407 stop on signal at Laguna Creek. Nos. 401, 402, 405, 406 and 408 stop on signal at Laguna Creek, Liddell and Lower Crossing, Davenport. All trains stop on signal at Wilder Spur, and at point opposite dairy building one-half mile west of Wilder spur. No. 17 stop at any station to discharge passengers from Los Angeles and East.

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 402 is superior to No. 401; No. 408 is superior to Nos. 405 and 407.

SPECIAL RULES. ☞ "SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.

ON DOUBLE TRACK, BETWEEN THIRD AND TOWNSEND STREETS SAN FRANCISCO AND SAN JOSE VIA BAY SHORE, ANY ENGINE MAY RUN EXTRA BETWEEN ANY POINTS WITHOUT RUNNING ORDERS, BUT MUST COMPLY WITH RULE 83-A BEFORE LEAVING SAN FRANCISCO AND SAN JOSE.

STANDARD CLOCKS.

San Francisco, Dispatcher's Office,
" " Trainmaster's Office,
" " Engineers' Room,
Redwood City passenger station,
San Jose " "
Santa Cruz " "
Gilroy " "
Tres Pinos " "
Watsonville Jct. " "
San Luis Obispo, Dispatcher's Office,
Boulder Creek passenger station,
Del Monte Jct. " "
Pacific Grove " "
Salinas " "
San Ardo " "
Santa Margarita " "
Lompoc Jct. " "
Santa Barbara " "

WATCH INSPECTORS.

Webb C. Ball, General Time Inspector, Flood Bldg.	San Francisco.
T. Lundy, 718 Market St.	San Francisco.
P. H. Shuey, 2006 Mission St.	San Francisco.
R. Kocher & Son	San Jose.
H. W. Copp and H. W. Copp, Jr.	San Jose to Santa Cruz, via Watsonville Jct. and Tres Pinos Branch, and between Watsonville Jct. and Santa Barbara.
J. J. Fretwell	Los Gatos.
J. P. McAlpine	Gilroy.
G. P. Martin	Watsonville.
Klein & Trumbley	Santa Cruz.
A. W. Anderson	Salinas.
E. B. Lewis	Pacific Grove.
A. J. Dutton	San Luis Obispo.
A. A. Poole	Santa Barbara.
E. H. Pratt	Lompoc.

BULLETIN BOARDS.

San Francisco,
Redwood City,
San Jose,
Gilroy,
Watsonville Jct.
Santa Cruz,
Pacific Grove,
Boulder Creek,
Salinas,
San Ardo,
San Luis Obispo,
Lompoc Jct.
Santa Barbara.

CLEARANCES.

Trains must obtain clearance card before leaving San Jose.

Trains must obtain clearance card before leaving Santa Cruz when an operator is on duty.

Trains to and from Pacific Grove branch must obtain clearance card before leaving Del Monte Junction when an operator is on duty.

Eastward trains via Los Altos must obtain clearance card at Mayfield when operator is on duty.

Within automatic block limits, last portion of Rule 86 will not apply.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations except when operator is on duty.

REGISTERING.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

EXCEPTIONS.

San Bruno:

Only No. 35 and trains originating and terminating will register.

Redwood City:

Only trains via Dumbarton line and trains originating and terminating will register.

Mayfield:

Only trains via Los Altos and trains originating and terminating will register.

College Park:

Only trains via West San Jose and Western Division trains originating or terminating at San Jose or College Park will register.

All eastward trains on Campbell line stopping to register at College Park switch house must not stop until rear of train is east of three-arm signal at this point.

All eastward trains into Market Street station, when stopping to register at College Park switch house, must not stop with more than one car west of switch house.

All westward Coast Division trains stopping at College Park station must not stop until rear of train is west of dwarf signal at this point.

Western Division trains holding orders to display signals to College Park will continue to do so on Coast Division, College Park to San Jose, and will display signals from San Jose when holding orders to display signals on Western Division from College Park.

Lick and Campbell:

Only trains moving over New Almaden Branches will register.

Gilroy: Nos. 77 and 75 will register by ticket as per Rule 83-B.

Carnadero: Only Tres Pinos Branch trains will register.

Del Monte Junction: Only trains running under schedules originating and terminating and trains via Gigling will register.

Salinas: Only trains originating and terminating will register.

San Ardo: Only trains originating and terminating will register.

RAILROAD CROSSINGS NOT INTERLOCKED.

Watsonville	**Pajaro Valley Consolidated Ry.**
Nashua	**Pajaro Valley Consolidated Ry.**

One long blast of the whistle should be sounded at the proper distance when approaching same and speed reduced to 20 miles per hour until train has passed over crossing.

TRAIN AND AIR INSPECTION.

Air brakes on all trains must be tested at Santa Margarita, Davenport, Glenwood, Santa Cruz, Boulder Creek, Tres Pinos and New Almaden and when air line has been cut or cars are picked up or set out at any point, in the manner prescribed by air brake Rule No. 17. Special attention should also be given to Rule No. 14.

When making running test leaving San Francisco, San Jose, Watsonville Jct., Santa Margarita, and San Luis Obispo it must not be made until rear of train is over Fourth Street, San Francisco, by the water columns on both tracks at San Jose, by the water columns at Watsonville Jct., by the water tank at Santa Margarita, and by the place that engine stands on train at San Luis Obispo. At other places where running tests are required to be made rear of train must pass place where track is slippery, due to oil and water on rails from standing engines; this on account of liability of sliding and flattening wheels at these points.

Running test to be made by eastward and westward trains after passing summit in Tunnel No. 6 between Cuesta and Thyle.

USE OF RETAINERS.

Conductors will be responsible for proper handling of retainers by brakemen.

On passenger trains descending grades between San Luis Obispo and Santa Margarita, all available retainers will be turned up, including the retainer on tenders of locomotives, as soon as the train passes the summit; in order that the retainers may be gotten into operation before any considerable distance is covered, trains will not exceed a speed of twenty miles per hour on westward trains from summit to west switch at Cuesta and on eastward trains from summit to west portal of Tunnel No. 8.

On freight trains, descending grades between San Luis Obispo and Santa Margarita, all retainers will be turned up, including retainer on tender of locomotives.

Retainers will be used on westward trains to the automatic distant signal east of Santa Margarita and on eastward trains to the west switch at Hathaway. Should wheels give evidence of excessive heating, retainer may be turned down for a time and then turned up again.

Retainers will be used at other points and under other conditions where in judgment of the engine and train crew it is deemed necessary.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent (over 1%) will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES.

This will not be authority to exceed specified speed restrictions.

USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, between San Francisco and Santa Barbara, and between Vasona Junction and Santa Cruz, the note under Rule No. 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) **When orders are delivered at a non-telegraph or closed telegraph station.** (See Rule No. 217.)
(2) **When necessary to restrict a train which has been cleared or the** engine of which has passed train order signal. (See Rule No. 219.)
(3) **When issuing an order Form "G," Example 3.**
(4) **When giving any train right over all trains.**
(5) **When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.**

Operators on all districts will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space following "Signal is out for." Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Attention of conductors and engineers is called to the importance of approaching at a moderate rate of speed, not to exceed 20 miles per hour, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC BLOCK SYSTEM.

Signal westward trains San Luis Obispo yard and distant signal westward trains Logan yard on left side of track.

Referring to Rule No. 504, Book of Rules: On **SINGLE TRACK** trains will wait five minutes before following flagman.

San Jose. If signal 464 is at stop, proceed immediately; in storm or fog, flag.

When train is stopped by automatic block signals 1001 or 1002, Watsonville Junction Yard, 1184 or 1185, Salinas Yard, 2524 or 2525, San Luis Obispo Yard, it may proceed under control not exceeding six (6) miles per hour to next home signal if track is known to be clear or in established yards on signal of yardman.

Vasona Junction signal 518 will not assume proceed position until after junction switch is lined for Campbell-Los Gatos line.

West Santa Barbara, signal 3686 will not assume the proceed position until after switch is lined for eastward track.

Westward trains will stop east of signal 833 if to hold main track with a meet at Carnadero.

Trains delayed by block signals must report to Superintendent by wire. Conductor must use every reasonable effort to ascertain cause.

OVERLAPS.

Affecting eastward trains—Nova and Hathaway. Westward trains—Tennant and Miller. Eastward and westward trains—Logan. Trains in direction indicated holding main track against opposing trains must not pass post marking overlap of adjoining block, and switch must not be opened to head opposing train into siding until it is known that expected train has passed signal at opposite end of block.

STAFF LIMITS.

Wright and Glenwood. Staff is used as additional precaution and does not suspend requirements of rules, time-table nor train orders. Westward trains obtain staff at Glenwood, eastward trains at Wright when operator is on duty, and must not pass station train order signal until staff is in their possession.

In case of wire trouble, trains may move within these limits on authority of staff only; Rule 457 will not apply. When office at Wright or Glenwood is closed trains moving without staff must register.

INTERLOCKING SIGNAL TOWERS.

Trains must clear detector circuit at all times.

Particular attention to Rules 663, 671 and 903.

Movements through interlocking plants on a hand signal from towerman, train must be preceded by a flagman.

Engineers will sound one short and two long (o ——— ———) blasts of the whistle for Coast Division main track.

Fourth Street Tower.

The limits of 4th Street interlocking plant, San Francisco, extend from point where main tracks intersect King Street to Terminal Station and include main tracks and ladders and certain switches adjacent.

All moves within these limits will be governed by dwarf signals (home signals are not semi-automatic), each signal over route train is using good only to next signal. Movement must be made under control and position of switches observed as such signals govern movements for various routes.

Trains, or yard engines, coming from train sheds at Passenger station may proceed to first signal eastward from train shed.

When working in interlocking limits all trains and yard engines must be governed by fixed signals and must move far enough to get fixed signal for move in reverse direction.

If one blast of large air whistle at interlocking plant is sounded all trains and yard engines within limits of interlocking plant must stop.

When their train is ready to depart Conductors will push button on same side of post in train shed as the starting light for their train is on.

As detector circuits control switches, cars must not be left standing on them.

The tracks and switches within this plant are numbered and in arranging between yard men and tower men for movements track, or switch numbers or both should be used so clear understanding will be had. All orders over phone must be carefully given and repeated back.

Ninth and Division Tower.

Eastward trains governed by dwarf signal 300 feet west of tower.

Westward trains governed by one-arm signal 900 feet east of tower; this signal governs to two-arm signal 40 feet east of tower.

Two-arm signal 40 feet east of tower; upper arm for movement westward on main track; lower arm other routes.

Eastward movement on industry track governed by one-arm signal 420 feet west of tower.

Other movements governed by dwarf signals within interlocked limits.

Whistle signals to be used.

One short and one long (o ———) blast of whistle for Chemical Works (track 66); two short, one long and two short (o o ——— o o) blasts of whistle for upper stone yard; one short, one long and two short (o ——— o o) blasts of whistle for lower stone yard; two long and one short (——— ——— o) blasts of whistle for Dunham, Carrigan and Hayden Spur; one long and one short (——— o) blast of whistle for old eastward track.

College Park Tower.

Eastward trains governed by signals on bridge 1200 feet west of tower. The signal posts on bridge are placed over track trains approach.

Upper arm good eastward on main track to two-arm post 250 feet east of tower; lower or short arm good eastward for other routes.

Two-arm post 250 feet east of tower, upper arm good for eastward main track to San Jose; lower arm good to Campbell line.

Westward trains from San Jose governed by three-arm signal 700 feet east of tower; upper arm for main track to San Francisco; middle arm for Newark track, and lowest arm good for other routes.

Westward trains Campbell track governed by three-arm signal 500 feet east of tower; upper arm for main track to San Francisco; middle arm for Newark track, and lowest arm other routes.

Trains from San Jose freight yard governed by dwarf signal 10 feet east of cross-over switch.

Other movements governed by dwarf signals.

Engineers will sound two short, one long and two short (o o ——— o o) blasts of whistle for Newark or Campbell track; one long and one short (——— o) blasts of whistle for San Jose freight yard; two long and one short (——— ——— o) blasts of whistle for Santa Cruz drill track; one short and one long (o ———) blasts of whistle for Santa Clara.

San Jose Tower, Coast Division.

Towerman will not change signals to proceed for westward Coast Division trains while westward track in station is occupied by train.

Two-arm signal 150 feet west of tower, upper arm governs movement of eastward trains, main track; lower arm governs movement to spur at Third Street.

Single arm signal at Fourth Street governs movement westward trains to two-arm signal at Third Street.

Upper arm at Third Street signal governs movement westward trains, westward main track; lower arm governs movement westward trains through crossover to dwarf signal or to eastward main track.

Dwarf signals govern movement of eastward trains from track 3 or from freight yard to main track.

Westward Coast Division trains desiring to enter freight yard will sound one long and one short (——— o) blasts of the whistle.

San Jose Tower, Western Division.

Two-arm signal at Third Street, upper arm governs movement of eastward trains to dwarf signal; lower arm governs movement to spur between First and Second streets.

Dwarf signal governs movement of westward trains from freight yard or track 3 to Niles line.

Eastward Western Division trains desiring to enter freight yard will sound one long and one short (——— o) blasts of the whistle.

Other movements governed by dwarf signals.

Hadley Tower.

Note general and special rules.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH THE FOLLOWING ENGINES ARE COUNTERBALANCED.

Class of Locomotive	Engine Numbers	Maxim'm Speed in Miles per Hr.	Maximum Wheel Pressure
A—84 15-25/28 110	3000 to 3009	77	48375
A—81 20/28 105	3025 to 3065	77	46380
P—77 22/28 141	2400 to 2437	77	35680
P—77 25/28 172s	2453 to 2458	....	....
T—63 19/24 105	2221-2230-2233—2234	63	29150
T—63 20/26 112	2249-2250-2254-2259-2271	63	31760
C—57 22/30 180	2624 to 2679	52	39650
C—57 22/30 187	2513 to 2599—2752 to 2836	57	36470
C—57 22/30 184	2698 to 2751	57	35965
C—57 22/30 178	2680 to 2693	57	34350
M—63 20/28 126	1615 to 1719	63	34480
M—63 21/28 144	1749-1799	53	42860
M—63 20/28 147	1804 to 1818	63	37650
E—73 20/26 100	1526 to 1540	73	45615
E—73 20/24 92	1445 to 1458	73	33840

The above table is for the information of Enginemen, and must not be considered to in any way authorize exceeding speed restrictions.

SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 50 miles per hour.

Trains must not exceed a speed of 15 miles per hour between Third St. station, San Francisco, and west portal of Tunnel No. 1; and between Third St. station, San Francisco, and Valencia St. Trains must not exceed a speed of 12 miles per hour through San Jose and Los Gatos, 20 miles per hour through Gilroy, Santa Cruz and Watsonville, 8 miles per hour through Salinas, and 6 miles per hour through Hollister; 30 miles per hour between Dumbarton Wye switch and the first street crossing west of freight house at Redwood City. Time required between slow boards at Redwood City, 2 minutes.

Trains must reduce speed as follows:		Speed per Hour	Distance
Carnadero	700′ East MP 83 to 1700′ East MP 83	40 Mi.	1000′
Sargent-Betabel	MP 87 to MP 89	40 Mi.	2 Miles
East of Betabel	1000′ East MP 90 to 2000′ West MP 91	40 Mi.	2280′
Logan	900′ East MP 92 to 2500′ West MP 94	30 Mi.	7160′
Elkhorn	1700′ West MP 104 to 2200′ East MP 104	30 Mi.	3900′
Elkhorn	MP 108 to opening 108C	30 Mi.	2500′
Rocky Point	1900′ East MP 155 to 1380′ West MP 156	30 Mi.	2000′
Bradley	1600′ West MP 194 to 280′ West MP 194	30 Mi.	1320′
Templeton	560′ East MP 221 to 2000′ West MP 222	40 Mi.	2560′
Havel	800′ East MP 229 to 1500′ East MP 229	40 Mi.	700′
Eaglet	300′ West MP 231 to 700′ East MP 231	40 Mi.	1000′
Hadley	MP 259 to 3000′ East MP 259	45 Mi.	3000′
Tiber	777′ East MP 261 to 1523′ West MP 262	30 Mi.	2980′
Callender	MP 268 to MP 269	45 Mi.	1 Mile
Schuman	1000′ West MP 284 to MP 284	45 Mi.	1000′
Schuman	MP 285 to 3000′ East MP 285	45 Mi.	3000′
Antonio	MP 291 to 1500′ East MP 291	45 Mi.	1500′
Jalama-Concepcion	2000′ West of MP 323′ to 600′ East of MP 323	25 Mi.	2600′
Sacate	East Switch to Viaduct east of Sacate	30 Mi.	1 Mile
Neponset	Over Salinas River Bridge	20 Mi.	560′
Lapis	3800′ East MP 114 to 480′ West MP 115	30 Mi.	1000′
Gigling	MP 121 to 2500′ East MP 121	30 Mi.	2500′
Seaside	640′ West MP 122 to 2000′ East MP 122	30 Mi.	2640′
Del Monte	2640′ East MP 124 to 3140′ East MP 124	30 Mi.	500′
Monterey	3500′ East MP 125 to 3500′ East MP 126	25 Mi.	1 Mile
Pacific Grove	840′ East MP 127 to 690′ East MP 128	25 Mi.	5130′
Los Gatos	2000′ East MP 55 to MP 56	15 Mi.	3200′
Alma	500′ West MP 58 to 3500′ East MP 58	20 Mi.	4000′
Aldercroft	2300′ East MP 59 to 2800′ East MP 59	20 Mi.	500′
Tunnel No. 1	Glenwood Line	20 Mi.	6200′
Laurel	500′ East MP 63 to East End Tunnel No. 2	20 Mi.	7800′
Glenwood	500′ East MP 65 to 3000′ East MP 65	20 Mi.	2500′
Clems	West End Tunnel No. 3 to 300′ East of East End Tunnel No. 3	20 Mi.	1200′
Big Trees	West End Tunnel 5 to 2640′ East MP 74	20 Mi.	2000′
Rincon	1200′ West MP 75 to 200′ East MP 75	25 Mi.	1400′
Rincon	1000′ West MP 76 to 300′ West MP 76	20 Mi.	700′
Golf Links	2300′ East MP 76 to 2800′ East MP 76	25 Mi.	500′
Golf Links	3900′ East MP 76 to MP 77	25 Mi.	1380′

Eastward freight trains not to exceed speed of 15 miles per hour through Tunnel No. 4 Bay Shore and look for signal to stop from flagman who might be protecting eastward track, stationed inside east end of tunnel.

Running time passenger trains Vasona Junction to Santa Cruz, exclusive of stops, 1 hour 12 minutes.

No train shall exceed a speed of 6 miles per hour on curves New Almaden line, nor speed of 10 miles per hour through cross-overs and entering sidings.

Eastward freight trains reduce to 10 miles per hour from a point one-half mile west of Hathaway to Hathaway to give trainmen an opportunity to turn down retainers.

No freight train must make a continuous run of over forty (40) miles without making a stop of not less than 5 minutes to make a careful examination of all cars.

Eastward freight trains stop at Chorro 5 minutes or more for wheels to cool and trainmen to examine wheels and running gear. Such trains delayed at Serrano 5 minutes or more make examination of wheels and running gear at that point instead of Chorro and omit stop at Chorro.

Westward trains reduce to 15 miles per hour approaching switches at east end of San Luis Obispo yard and not exceed this speed through yard.

Except as shown in "Speed Restrictions" the following limits of speed will govern:

	Passenger	Freight	Motor
West Portal Tunnel 1, San Francisco-Santa Margarita (via Bay Shore)	50	35	
Santa Margarita-San Luis Obispo	30	18	
San Luis Obispo-Santa Barbara	50	35	
Valencia St.-San Bruno (via Tanforan)	30	25	30
Lick-New Almaden-Campbell	15	15	
Carnadero-Hollister	40	30	
Hollister-Tres Pinos	35	25	
Watsonville Jct.-Santa Cruz	40	20	
Del Monte Jct.-Monterey	40	20	
Monterey-Pacific Grove	30	20	
Pacific Grove-Asilomar	15	15	
Lompoc Junction-Lompoc	30	20	
San Jose-Vasona Junction	50	30	
Vasona Junction-Olympia	25	20	
Olympia-Santa Cruz	30	20	
Davenport-Santa Cruz	50	30	
Boulder Creek-Felton	20	12	
Loma Prieta Branch	8	8	
Mayfield-Vasona Junction	50	30	

Maximum speed of certain classes of locomotives running light must not exceed:
Engines of consolidated type........ 40 miles per hour.
Mogul type—compound engines........ 45 " "
Switch engines, 6 wheel connected........ 20 " "

Running Backward.

Consolidated type........ 20 miles per hour.
Mogul type........ 25 " "
All types passenger power........ 25 " "

This except where maximum speed is 25 miles per hour, engines backing up in such territory will not exceed 15 miles per hour.

LOCATION OF STRUCTURES NOT HAVING STANDARD CLEARANCE.

M.P.	East of	West of	Description	Height	Side Clearance
1.3	San Francisco	Bay Shore	Mariposa St. Bridge	17.0′	9.0′
1.3	“	“	A.T.&S.F.R.R. Crossing	21.6′	8.5′
1.5	“	“	Tunnel 1	18.1′	8.5′
1.7	“	“	22nd Street Crossing	16.9′	8.3′
1.9	“	“	23rd Street Crossing	16.7′	7.0′
2.0	“	“	Tunnel No. 2	17.6′	8.6′
3.1	“	“	15th Avenue So	16.1′	5.7′
3.4	“	“	Tunnel 3	18.1′	8.5′
4.2	“	“	Paul Ave	19.0′	8.7′
4.6	“	“	Tunnel 4	17.2′	7.8′
7.7	Bay Shore	So. San Francisco	Tunnel 5	17.6′	8.2′
......	San Carlos	Redwood City	R. of W. Fence	......	6.5′
29.7	Menlo Park	Palo Alto	San Francisquito Creek Br.	21.8′	7.5′
120.5	Spreckels Jct.	Spence	P. V. C. R. R. Crossing	21.5′	9.2′
200.6	Bradley	Nacimiento	Salinas River Bridge	23.5′	7.6′
222.0	Templeton	Asuncion	Road Crossing	20.6′	8.2′
239.6	Cuesta	Thyle	Tunnel 6	16.6′	7.1′
240.2	Thyle	Serrano	Tunnel 7	16.6′	7.5′
240.6	Thyle	Serrano	Tunnel 8	16.6′	7.1′
240.9	Thyle	Serrano	Tunnel 9	18.0′	7.0′
241.7	Thyle	Serrano	Tunnel 10	16.0′	7.4′
245.9	Serrano	Chorro	Tunnel 11	16.6′	7.2′
251.1	Hathaway	San Luis Obispo	Road Crossing	25.1′	7.8′
251.2	Hathaway	San Luis Obispo	Road Crossing	21.7′	7.6′
251.8	Hathaway	San Luis Obispo	Road Crossing	21.6′	8.0′
261.4	Tiber	Pizmo	Villa Creek, 2nd Crossing	19.3′	8.5′
275.4	Bromela	Guadalupe	Santa Maria Bridge	20.2′	7.0′
279.5	Guadalupe	Waldorf	Road Crossing	21.3′	8.3′
301.9	Ajax	Lompoc Jct.	Santa Ynez River Bridge	21.7′	7.5′
318.3	Sudden	Jalama	Tunnel 12	18.0′	8.3′
334.4	Drake	Sacate	Tunnel 13	17.9′	8.1′
335.0	Sacate	Gaviota	Overhead Bridge	22.1′	8.0′
345.9	Tajiguas	Orella	Overhead Bridge	22.3′	8.2′
358.2	Vilo	Ellwood	Overhead Crossing	22.1′	8.1′
368.0	Hope Ranch	Santa Barbara	Overhead Bridge	22.2′	7.9′
SAN BRUNO BRANCH.					
3.0	Valencia Street	Bernal	Dolores Street Bridge	19.3′	7.3′
3.6	Bernal	Elkton	Spring Valley Pipe Crossing	21.3′	8.5′
5.7	Elkton	Rup	Road Crossing	22.1′	7.4′
LOS GATOS LINE—VASONA TO SANTA CRUZ.					
62.0	Wright	Laurel	Tunnel 1	18.7′	7.8′
64.0	Laurel	Glenwood	Tunnel 2	18.4′	7.7′
66.0	Glenwood	Clems	Tunnel 3	19.3′	7.5′
69.3	Meehan	Eccles	Tunnel 4	19.8′	8.3′
73.4	Big Trees	Rincon	San Lorenzo River Bridge	19.0′	7.5′
74.1	Big Trees	Rincon	Tunnel 5	15.5′	6.6′
75.5	Rincon	Golf Links	Road Crossing	21.6′	8.5′
78.2	Eblis	Park Street	Tunnel 6	16.2′	7.4′
WATSONVILLE JCT.—SANTA CRUZ BRANCH.					
79.3	Santa Cruz	Seabright	Street Crossing	18.1′	7.7′
79.4	Santa Cruz	Seabright	Road Crossing	17.7′	8.5′
......	Santa Cruz	Seabright	San Lorenzo River Bridge	22.6′	7.5′
90.1	Leonard	Manresa	Road Crossing	19.7′	7.8′
MONTEREY BRANCH.					
113.5	Nashua	Neponset	Salinas River Bridge	24.0′	7.5′
123.5	Seaside	Del Monte	Foot Bridge	21.1′	8.6′
LICK—NEW ALMADEN BRANCH.					
62.1	Greystone	New Almaden	Arroyo Seco Bridge	19.3′	6.7′

Employes must not ride on top of cars at above places. Employes in suburban and city limits must guard against coming in contact with overhead trolleys and other wires or their connections.

Stock Chute at Orella is not standard clearance, being old-style chute, clearance 6′ from center of track.

JUNCTION SWITCHES.

Switches at Vasona Junction and Felton must be left set, making track from Mayfield to Santa Cruz the continuous main track.

S. P. Co. trains and San Jose, Los Gatos & Interurban Ry. Co. cars will use S. P. Co. tracks from the junction between Campbell and L. G. & S. J. road to L. G. & S. J. road jointly. Switches at junction points must be lined up for Interurban Ry. Co. line. S. P. Co. train No. 202 has right over San Jose, Los Gatos & Interurban Ry. Co. cars on joint track, but must come to a stop before going on joint track and not exceed a speed of ten miles per hour over joint track **All other S. P. Co. trains must first come to a stop before going on joint track and send flagman in advance immediately, wait five minutes after the flagman has started, and then proceed under control at a speed not exceeding six miles per hour until the train has passed off joint track, taking particular care not to close down on the flagman ahead until he has reached the end of joint track. All such S. P. Co. trains must be protected to the rear as per Rule 99.**

WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS

Kind of Car	Average Wts.—Pounds		
	Wood	Steel	Steel Underframe
Baggage	79,000	90,000	
Baggage—(Dynamo)		105,000	
Baggage and Mail	77,000	121,000–69′ 90,000–60′	93,000
Baggage and Passenger	61,000		
Buffet		130,000	122,000
Buffet—(Dynamo)		146,000	
Business	107,000	178,000	135,000
Chair	86,000	98,000	
Coaches	80,000	95,000	
Dining	128,000	147,000	135,000
Horse Express	81,000		
Observation	122,000	145,000	131,000
Postal		110,000–60′ 77,000–40′	
Pullman Parlor	115,000	146,000	
Pullman Observation	125,000	151,000	127,000
Pullman Standard Sleepers	125,000	153,000	145,000
Pullman Tourist Sleepers	94,000		133,000
Tea and Silk	48,000		

MISCELLANEOUS.

YARDS.

Yards are established at the following stations:

San Francisco San Jose Gilroy Watsonville Jct. Santa Cruz
Salinas San Ardo San Luis Obispo Lompoc Junction

Rules 93 and 93-D are revised as follows:

"Within yard limits the main track may be used, protecting against first-class trains.

ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL."

Flagging Exceptions:

San Jose: Westward first-class trains, having passed beyond the easterly limits of San Jose interlocker, and eastward first-class trains, standing at San Jose Passenger Station, need not protect. Trains must approach and move within these limits expecting to find track occupied by other trains. This does not affect observance of special rule relative to Signal 464.

Sidings on Double Track at:

Visitacion, South San Francisco, Millbrae, San Mateo, San Carlos, Redwood City, Atherton, Mayfield, Mountain View and Lawrence. Cross-overs at San Francisco, 100 feet west of West Portal Tunnel No. 3, Bay Shore, Visitacion, South San Francisco, Tanforan "Y", San Bruno, Aqua, Millbrae, Easton, Burlingame, San Mateo, Belmont, Redwood City, 100 feet east of East Switch leading to Dumbarton Wye, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Lawrence, Santa Clara, College Park, San Jose.

Train Dispatching Circuit telephones at all telegraph offices and sidings between Watsonville Junction and Santa Barbara, excepting Graves. Train Dispatching Circuit telephones also between Del Monte Junction and Pacific Grove. Dispatching telephone can be used from outside of telegraph office at Gonzales, Bradley, San Miguel and Edna.

Trains via Bay Shore must approach Tanforan Y and San Bruno under control, looking out for trains via Ocean View, crossing over or going onto eastward track.

Trains via Ocean View must be protected while crossing over or going onto eastward track at San Bruno and Tanforan Y.

Where helper engines on passenger trains are picked up at West San Jose or Santa Cruz, and are to be cut out at Glenwood in either direction, the helper shall be cut in ahead, but in event of the helper going through from Santa Cruz to West San Jose, or vice versa, the road engine shall be cut in ahead.

Trains going in on Loma Prieta Branch should sound one long blast of whistle before entering yard Loma Prieta Lumber Company to give warning to Lumber Company's men of arrival.

When using cross-overs, trainmen must comply with Rule 99, in both directions. After switches are thrown wait five (5) minutes before moving through cross-over, unless automatic block signal in each direction can be seen to be in stop position, not less than one-half mile distant.

When one torpedo is exploded, train will stop (see Rule 15). If no person is at hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(A) If view is obscured (by curves, fog, storm, etc.), flagman must be sent ahead and train may follow, under control, in the manner prescribed by Rule 504.

(B) If track is seen to be clear or (within automatic block limits) if signals indicate "**PROCEED,**" train may proceed, but will run under control for a distance of one-half mile before resuming full speed.

On double track lines, when a train finds a fusee burning red, train should be brought to a stop and may then proceed CAUTIOUSLY, not exceeding six (6) miles per hour, to the obstruction or until clear signal is reached, or until track is known to be clear.

When a train encounters a red light or a red flag on single track unattended, they will protect ahead and to the rear and flag ahead one-half mile, stop signal to be answered by two short blasts of the whistle.

REDWOOD CITY—

Westward trains via Dumbarton line will stop to clear sign reading "End of Dumbarton Line," same located just east of the west wye switch. Conductor will then proceed to telegraph office and check register and obtain clearance and get advice of westward extras on Coast Division; then wait five minutes before fouling Coast main track, line switches from Coast siding to Coast westward main track and spur switch (located approximately 700 feet east of passenger station). With proper protection on the Coast Division main track, train may then proceed. This arrangement is necessary to avoid blocking street crossings. Eastward Western Division trains will stop west of the first street crossing west of the passenger station. Conductor will then proceed to the telegraph office and get authority from Coast Division train dispatcher to cross over, throw switches, wait five minutes and make cross-over movement under proper protection.

BAY SHORE—

When westward trains cross-over to enter Bay Shore yard at the east end, must stop at signal 71, sound four blasts of whistle (call for signals). On receiving hand proceed signal from herder, move into yard under control, speed not exceeding ten miles per hour. Switches must be thrown in the following order:

A. No. 4, switch at the yard end of cross-over.
B. No. 3, trailing point switch in eastward main track.
C. No. 1, switch in westward main track.
D. No. 2, facing point switch in eastward main track.

Before throwing any switches, it must be known that there is no train between signal 62 and the cross-over. Also, five minutes must have elapsed from the time switch No. 4 is thrown before switch No. 2 is thrown.

Westward trains leaving Bay Shore yard will throw switches in the following order:

E. Switch No. 5, trailing point switch in westward main track.
F. Switch No. 6, trailing point switch in eastward main track.
G. Switch No. 7, facing point switch in eastward main track.

Before throwing switch No. 7 it must be seen that no eastward train is approaching. Five minutes must have elapsed from the time of throwing No. 5 to the time of throwing No. 7. In addition, after switch No. 7 is thrown, five minutes more must elapse before fouling the main track. Full protection as per Rule 99 must also be given.

When engineers of eastward freight trains desire switch at Bay Shore lined for the main track, they will so notify the switch tender by giving one short and two long (o ——— ———) blasts of the steam whistle immediately after leaving Tunnel 4.

TUNNEL No. 1—

Westward passenger trains approach west portal of Tunnel No. 1 prepared to stop, and proceed only on proceed signal with green flag or light by switch tender located at the cross-over switches.

Following whistle signals will be used by engineers for the guidance of switch tender at west end of Tunnel No. 1:

Engineers on westward trains and engineers from train yard or tracks paralleling Seventh Street in yard, will sound one short and two long (o ——— ———) blasts of whistle for main track.

Engineers on westward trains will sound one long and one short (——— o) blasts of whistle for train yard, Mission Bay.

Engineers on westward trains will sound one short, one long, one short (o ——— o) blasts of the whistle for tracks paralleling Seventh Street main lines in yard.

Engineers on westward trains must whistle at overhead bridge at Twenty-third Street to notify switch tender at west portal of Tunnel No. 1; be sure about place as sound does not carry otherwise.

At Mayfield, crossing over from Los Gatos line to westward main track, trainmen throw switches as follows: First, house track, second No. 3, third No. 4, then No. 2, which is facing point switch in eastward main track.

Street crossings at San Mateo and Gilroy must not be blocked to exceed 5 minutes.

Street crossings must not be blocked nor cars left standing in the street at Watsonville.

Cars must not be left standing on the streets of Redwood City. This refers particularly to the long drill track on the right of the eastward main track.

Head-lights of all engines, marker lights of trains and lights in passenger cars occupied must be kept burning while passing through tunnels between San Francisco and South San Francisco, Cuesta and Goldtree and Wright and Santa Cruz.

Engines on trains of twenty cars or over must in all cases be cut off before taking water.

In such case, or when cut off to flag to telegraph station leaving balance of train on main track, as a precaution, in addition to flagman, place one torpedo on rail 600 feet from remaining portion of train.

E. B. and A. L. Stone Company will do switching at Lapis. S. P. Co. trains going on this spur must protect.

Engines can take an emergency supply of water from stand pipe opposite section house at Neponset.

Consolidation engines must not be turned on Spreckels Junction wye.

FOLLOWING IS LIST OF DISTRICT AND EMERGENCY SURGEONS ON THIS DIVISION.

LOCATION	NAMES	TITLES	DISTRICTS
San Francisco	Dr. F. K. Ainsworth	Chief Surgeon and Manager	Pacific System.
"	Dr. W. B. Coffey	Division Surgeon	San Francisco.
"	Dr. J. H. O'Connor	District Surgeon	"
"	Dr. S. J. Gardner	" "	"
"	Dr. C. A. Walker	" "	"
"	Dr. I. E. Bennett	" "	"
"	Dr. G. R. Carson	" "	"
"	Dr. G. Selfridge	Aurist	"
"	Dr. G. H. Willcutt	Assistant Aurist	"
"	Dr. Wm. F. Blake	Oculist	"
Visitacion	Dr. R. J. Dowdall	Emergency Surgeon	Visitacion.
So.San Francisco	Dr. F. S. Dolley	District Surgeon	Ocean View and Millbrae.
Ocean View	Dr. Mary Dangel	Emergency Surgeon	Ocean View.
San Mateo	Dr. W. C. Baker	District Surgeon	Millbrae and Belmont.
Redwood City	Dr. J. L. Ross	" "	Belmont and Atherton.
Palo Alto	Dr. L. E. Phillips	" "	Atherton and Mayfield.
Mayfield	Dr. F. M. Seibert	Emergency Surgeon	Mayfield.
Los Altos	Dr. E. H. Coleman	" "	Los Altos.
Campbell	Dr. W. I. Merrill	" "	Campbell.
Los Gatos	Dr. R. P. Gober	District Surgeon	Campbell and Glenwood.
Brookdale	Dr. W. A. Phillips	" "	Felton and Boulder Creek.
Santa Cruz	Dr. P. T. Phillips	" "	Aptos and Glenwood.
Mountain View	Dr. A. H. McFarlane	" "	Mayfield and Lawrence.
Santa Clara	Dr. J. I. Beattie	" "	Lawrence and San Jose.
San Jose	Dr. D. A. Beattie	" "	Santa Clara, Campbell.
"	Dr. E. F. Holbrook	Assistant Surgeon	Milpitas and Coyote.
Morganhill	Dr. W. D. Miner	Emergency Surgeon	Morganhill.
Gilroy	Dr. J. A. Clark	District Surgeon	Coyote and Chittenden.
Hollister	Dr. P. L. Rookledge	" "	Carnadero and Tres Pinos.
Watsonville	Dr. S. C. Rodgers	" "	Chittenden and Aptos.
"	Dr. E. S. Porter	Assistant Surgeon	" "
Pacific Grove	Dr. H. N. Yates	District Surgeon	Del Monte Junct. and Lake Majella.
Salinas	Dr. T. C. Edwards	District Surgeon	Elkhorn and Gonzales.
Gonzales	Dr. M. B. Gould	Emergency Surgeon	Gonzales.
Soledad	Dr. F. J. Bryant	District Surgeon	Gonzales and King City.
King City	Dr. D. Brumwell	Emergency Surgeon	King City.
San Miguel	Dr. Wm. McNaul	District Surgeon	King City and Wellsona.
Paso Robles	Dr. R. O. Dresser	District Surgeon	Wellsona and Asuncion.
San Luis Obispo	Dr. W. M. Stover	" "	Serrano and Oceano.
" "	Dr. J. A. Guilfoil	Assistant Surgeon	" "
Guadalupe	Dr. J. H. Franklin	District Surgeon	Oceano and Concepcion.
Lompoc	Dr. L. E. Heiges	" "	Lompoc Junct. and Lompoc.
Santa Barbara	Dr. W. H. Campbell	" "	Concepcion and Carpinteria.
" "	Dr. G. S. Lovern	Assistant Surgeon	
	COMPANY HOSPITALS.		
San Francisco	General Hospital		Hayes and Baker Streets.
"	Emergency Hospital		Third and King Streets.

RATING OF LOCOMOTIVES—COAST DIVISION.

In M's. of 1,000 pounds back of Tender.

Revised for June 8, 1913.

CLASS	ENGINE NUMBERS	Boiler Pressure	SAN FRANCISCO AND WATSONVILLE JCT. *SANTA MARGARITA TO WATSONVILLE JCT.	WATSONVILLE JCT. TO SANTA MARGARITA	SANTA MARGARITA TO SAN LUIS OBISPO	SAN LUIS OBISPO TO SANTA MARGARITA	SAN LUIS OBISPO AND SANTA BARBARA	
							THROUGH	LOCAL
E—69 18/24 59	1370, 1372 to 1375	150	1580	1380	.....	.....	.....	....
E—69 18/24 61	1376 to 1381	150	1560	1360	.....	.....	940	980
E—73 20/24 89	1433 to 1443	190	2315	2015	540	480	1320	1350
E—73 20/24 92	1445 to 1458							
E—62 18/26 62	1465, 1468, 1470, 1472, 1473, 1476 to 1479	160	1615	1405	405	360	935	1000
E—73 20/26 100	1526 to 1540	200	2635	2290	625	555	1500	1585
M—63 20/28 126	1615 to 1719	190	2985	2605	815	740	1765	1905
M—63 15½-26/28 144	1793	200	3295	2880	900	810	1950	2140
M—63 21/28 144	1799 to 1803	195	3460	3020	935	845	2040	2220
M—63 21/28 147	1804 to 1822	200	3460	3020	935	845	2040	2220
T—57 18/24 86	2134 to 2153	160	1940	1695	510	460	1135	1215
T—57 18/24 83	2154 to 2173							
T—57 18/24 87	2174 to 2183							
T—63 19/24 105	2221 to 2234	160	2005	1745	515	455	1160	1220
T—63 20/26 112	2235 to 2273	180	2680	2340	715	645	1575	1680
T—69 21/28 149	2283 to 2300	200	3275	2860	845	760	1905	2120
T—62 21/28 144	2301, 2310	200	3460	3020	935	845	2040	2220
P—77 22/28 141	2400 to 2437	200	3185	2755	765	675	1820	2030
P—77 25/28 172-s	2453 to 2458	200	4130	3590	1015	905	2370	2500
C—57 22/30 187	2513 to 2599, 2752 to 2836	200	4115	3530	1145	1030	2420	2650
C—57 22/34 176	2620 to 2623	185	3990	3160	1140	1020	2320	2530
C—57 22/30 180	2624 to 2679	200	4115	3530	1145	1030	2420	2650
C—57 22/30 178	2680 to 2693							
C—57 22/30 184	2694 to 2751							
TW—51 20-29/26 110	2945, 2948	200	4115	3530	1145	1030	2420	2650
TW—51 20/26 120	2933 to 2940	180	2325	1800	620	540	1330	1455
TW—51 20/26 118	2949 to 2953	170	2800	....	....	....	....	....
A—84 15-25/28 110	3000 to 3009	200	2265	1965	480	420	1270	1325
A—81 20/28 105	3025 to 3071	200	2525	2190	545	480	1410	1485
MK—63 26/28 210	3236 to 3270	200	....	....	....	....	3140	....
Allowance for Empty and Under-Loaded Cars—Ms		Less than 40 Ms.	6	6	3	3	3	3
		40 to 50 Ms.	3	3	0	0	0	0
		More than 50 Ms.	0	0	0	0	0	0

*When Rating of Road Engine and Helpers from San Luis Obispo to Santa Margarita exceeds Rating of Road Engine from Santa Margarita to Watsonville Jct., Rating San Luis Obispo to Santa Margarita shall be used from San Luis Obispo to Watsonville Jct.

NOTE:—BOILER PRESSURE EXCEPTIONS { 1749 and 1799 carry 195 lbs.
2948 carries 170 lbs.

"SAFETY FIRST."
There is Always a "Best Way"
To do Things—Learn the
"Best Way" and Become
Efficient and Safe Employes.

MILEAGE.

MAIN LINES.

San Francisco to Santa Barbara	S. P. R. R.	365.46	
End Western Div. to San Jose	C. P. Ry.	.32	
End Western Div. to College Park	S. P. C. Ry.	1.37	
Total Main Line			367.15

BRANCHES.

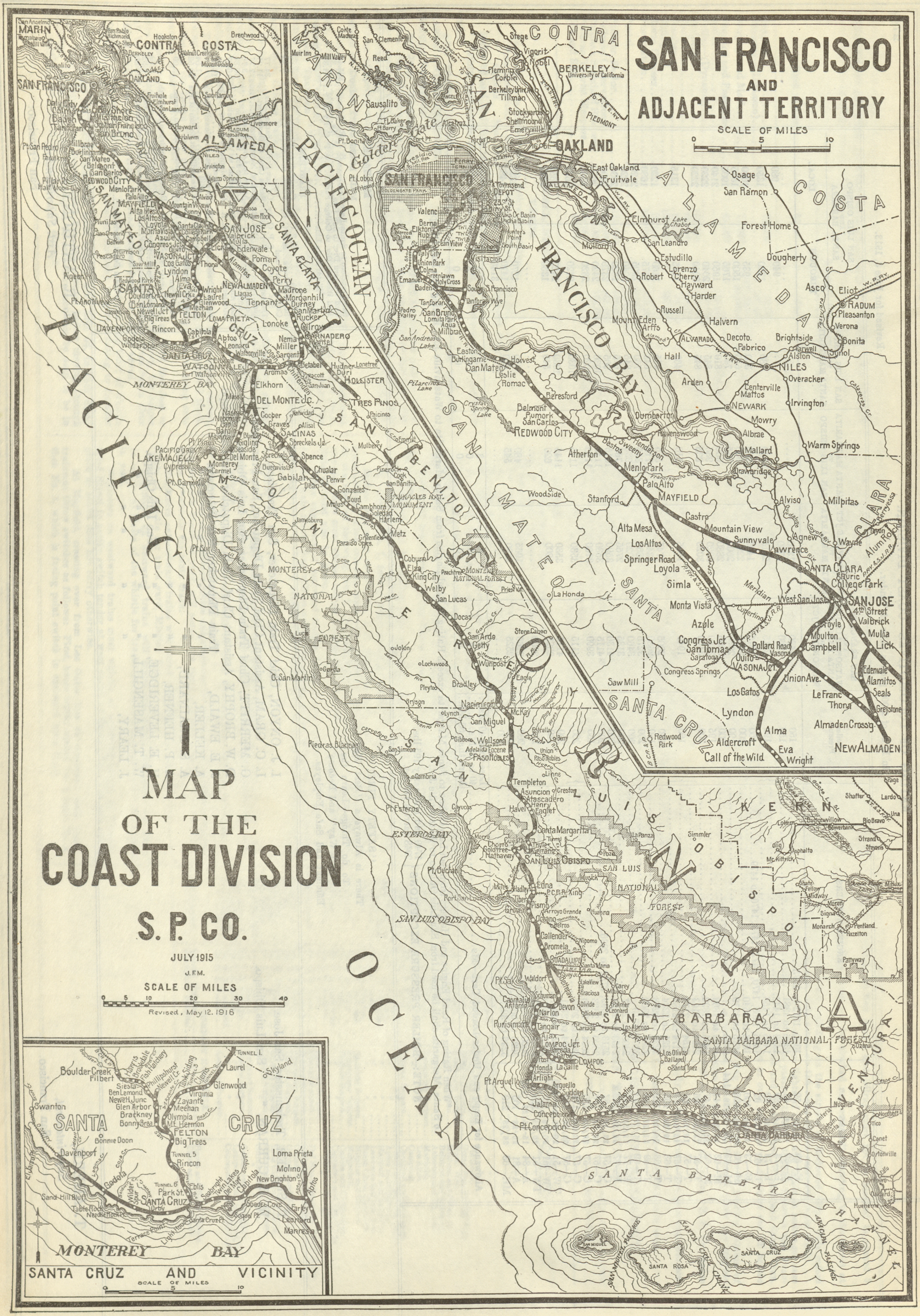
Almaden	S. P. C. Ry.	Campbell to Almaden Jct.	9.12	
Boulder Creek	S. P. C. Ry.	Felton to Boulder Creek	7.50	
College Park and Sta. Cruz	S. P. C. Ry.	College Park to Santa Cruz	34.77	
Davenport	S. P. R. R.	Santa Cruz to Davenport	11.91	
Lick	S. P. R. R.	Lick to New Almaden	7.77	
Loma Prieta	S. P. R. R.	Aptos to Loma Prieta	3.70	
Lompoc	S. P. R. R.	Lompoc Jct. to Lompoc	10.36	
Los Altos	S. P. R. R.	Mayfield to Vasona Jct.	16.27	
Monterey	S. P. R. R.	Del Monte Jct. to Lake Majella	19.56	
Newell Creek	S. P. C. Ry.	Newell Jct. to Newell Creek Mill	1.54	
Santa Cruz	S. P. R. R.	Watsonville Jct. to SantaCruz	20.52	
San Fran.—San Bruno	S. P. R. R.	San Francisco to San Bruno	13.09	
South San Francisco	S. P. R. R.	Baden to San Bruno via South San Francisco	2.89	
Spreckels Spur	S. P. R. R.	Spreckels Jct. to Spreckels	2.82	
Tres Pinos	S. P. R. R.	Carnadero to Tres Pinos	18.30	
Total Branches				180.12
Total Coast Division				547.27

P. SLATER, Trainmaster, San Jose.
W. H. CURRAN, " San Luis Obispo.

I. J. ONYON, Chief Train Dispatcher, San Francisco.
L. C. GRAM, Assistant Chief Train Dispatcher, San Francisco.
G. MERRITT, Chief Train Dispatcher, San Luis Obispo.
D. W. BROPHY, Assistant Chief Train Dispatcher, San Luis Obispo.
J. E. EWALD, Train Dispatcher, San Francisco.
A. KELLER, " " " "
A. S. BRAINARD, " " " "
A. P. HEFNER, " " " "
H. E. LEVERIDGE, " " San Luis Obispo.
W. T. MASENGILL, " " " " "
J. LEARY, " " " " "

T. AHERN,
Superintendent,
San Francisco.

E. R. ANTHONY,
Asst. Superintendent,
San Francisco.



MAP OF THE COAST DIVISION

S.P. CO.

JULY 1915

J.F.M.

SCALE OF MILES

Revised, May 12. 1916

0 5 10 20 30 40
SAN FRANCISCO AND ADJACENT TERRITORY
SCALE OF MILES
0 5 10
SANTA CRUZ AND VICINITY
SCALE OF MILES
0 5 10
PACIFIC OCEAN
CALIFORNIA
MONTEREY BAY
ESTEROS BAY
SAN LUIS OBISPO BAY
SANTA BARBARA CHANNEL
FRANCISCO BAY
MARIN
CONTRA COSTA
ALAMEDA
SAN MATEO
SANTA CLARA
SANTA CRUZ
SAN BENITO
MONTEREY
SAN LUIS OBISPO
SANTA BARBARA
KERN
VENTURA
MONTEREY NATIONAL FOREST
SAN LUIS NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
PINNACLES NAT. MONUMENT
SAN FRANCISCO
OAKLAND
BERKELEY
SAN JOSE
SANTA CRUZ
SALINAS
HOLLISTER
MONTEREY
PACIFIC GROVE
DEL MONTE
PASO ROBLES
SAN LUIS OBISPO
GUADALUPE
LOMPOC
SANTA BARBARA
SAN MIGUEL
SANTA ROSA
SANTA CRUZ
NEW ALMADEN
NILES
REDWOOD CITY
MAYFIELD
WATSONVILLE
GILROY